October 2024| Final Environmental Impact Report
State Clearinghouse No. 2023090064

CITY OF WILDOMAR
PROPOSED GENERAL PLAN EIR
CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS REGARDING THE FINAL ENVIRONMENTAL IMPACT REPORT

City of Wildomar

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Exhibit A

I. INTRODUCTION

The California Environmental Quality Act (CEQA) requires that written findings be made by the lead agency in connection with certification of an environmental impact report (EIR) and in conjunction with approval of the project pursuant to Sections 15091 and 15093 of the CEQA Guidelines and Section 21081 of the Public Resources Code. This document provides the findings required by CEQA. The potential environmental effects of the City of Wildomar Proposed General Plan (proposed project) have been analyzed in a Draft Environmental Impact Report (Draft EIR or DEIR) (State Clearinghouse [SCH] 2023090064) dated May 2024. A Final EIR has also been prepared that incorporates the Draft EIR and contains comments received on the Draft EIR, responses to the individual comments, revisions to the Draft EIR including any clarifications based on the comments and the responses to the comments, and the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. This document provides the findings required by CEQA for approval of the proposed project. The Draft EIR together with the Final EIR (including the MMRP contained therein) comprise the EIR for the project.

A. Statutory Requirements for Findings

The CEQA (Pub. Res. Code §§ 21000, *et seq.*) and the State CEQA Guidelines (Guidelines) (14 Ca. Code Regs §§ 15000, *et seq.*) promulgated thereunder, require the environmental impacts of a project be examined before a project is approved. Specifically, regarding findings, Guidelines Section 15091 provides:

> (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.

(b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the 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 avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The "changes or alterations" referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

(a) Avoiding the impact altogether by not taking a certain action or parts of an action.

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.

Regarding a Statement of Overriding Considerations, Guidelines Section 15093 provides:

(a) CEQA requires the decision-making agency 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 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."

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

B. Findings for Project Approval

Having received, reviewed, and considered the EIR for the City of Wildomar Proposed General Plan, as well as all other information in the record of proceedings on this matter, the City of Wildomar City Council adopts the following Findings and Statement of Overriding Considerations, in its capacity as the legislative decision-making body for the City of Wildomar (City), which is the CEQA Lead Agency. The Findings and Statements of Overriding Considerations (Findings) set forth the environmental and other bases for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the proposed project.

In addition, the City of Wildomar City Council (City Council) hereby make findings pursuant to and in accordance with Section 21081 of the California Public Resources Code and State CEQA Guidelines Sections 15090 and 15091 and hereby certifies that:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid 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.

C. Project Environmental Report and Discretionary Actions

The EIR addresses the direct, indirect, and cumulative environmental effects of construction and operation activities associated with the proposed project. The EIR provides the environmental information necessary for the City to make a final decision on future discretionary actions for all future development as envisioned under the proposed project. The EIR was also intended to support discretionary reviews and decisions by other responsible agencies. Discretionary actions to be considered by the City may include, but are not limited to, the following:

- Certify that the EIR for the proposed project has been completed in compliance with CEQA, and reflects the independent judgement and analysis of the City; find that the City Council has reviewed and considered the information contained in the EIR prior to approving the project; adopt the Mitigation Monitoring and Reporting Program, finding that the Mitigation Monitoring and Reporting Program is adequately designed to ensure compliance with the mitigation measures during project implementation; and determine that the significant adverse effects of the project either have been reduced to an acceptable level, or are outweighed by the specific overriding considerations of the project as outlined in the CEQA Findings of Fact and Statement of Overriding Considerations, as set forth herein.
- Approve the proposed project and related discretionary actions needed for implementation of the project.

II. PROCEDURAL COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City published a Draft EIR on May 9, 2024. A Final EIR was prepared in October 2024 in compliance with CEQA requirements. Together the Draft EIR and the Final EIR (and the MMRP contained therein) comprise the EIR. The EIR has been prepared in accordance with CEQA and the CEQA Guidelines, as amended. As authorized in State CEQA Guidelines Section 15084(d)(2), the City retained a consultant to assist with the preparation of the environmental documents. City staff from multiple departments, representing the Lead Agency, have directed, reviewed, and modified where appropriate all material prepared by the consultant. The EIR reflects the City's independent analysis and judgement. The key milestones associated with the preparation of the EIR are summarized below. As presented below, an extensive public involvement and agency notification effort was conducted to solicit input on the scope and content of the EIR and to solicit comments on the results of the environmental analysis presented in the Draft EIR.

A. Public Notification and Outreach

In conformance with CEQA, the State CEQA Guidelines, and the City of Wildomar CEQA Guidelines, the City of Wildomar conducted an extensive environmental review of the proposed project, summarized as follows

- Completion of a Notice of Preparation (NOP) on September 7, 2023. The public NOP review period extended from September 7, 2023, to October 6, 2023. The NOP was published in the *Press Enterprise* and posted at the Riverside County Clerk's office on September 6, 2023. Copies of the NOP were also mailed to interested persons and organizations.
- Preparation of a Draft EIR, which was made available for a 45-day public review period beginning May 9, 2024, and ending June 24, 2024. The scope of the Draft EIR was determined based on the CEQA Guidelines Appendix G Checklist, and comments received in response to the NOP. The Notice of Availability (NOA) for the Draft EIR was sent to interested persons and organizations, posted online at the State Clearinghouse for distribution to public agencies, posted on the City of Wildomar's website, and published in the *Press Enterprise*. The NOA was posted at the Riverside County Clerk's office on May 9, 2024. The NOA of the Draft EIR was published in the *Press Enterprise* on May 9, 2024.
- Preparation of a Final EIR, including the responses to comments to the Draft EIR, was released for a 10-day agency review period prior to certification of the Final EIR.
- Public hearings on the proposed project, hearings before the City Planning Commission and the City Council.
- In summary, the City conducted all required noticing and scoping for the proposed project in accordance with Section 15083 of the CEQA Guidelines, and conducted the public review for the EIR, which met the requirements of Section 15087 of the CEQA Guidelines.

B. Final Environmental Impact Report and City Council Proceedings

The City prepared a Final EIR, including Responses to Comments on the Draft EIR. The Final EIR/Response to Comments contains comments on the Draft EIR, responses to those comments, revisions to the Draft EIR, and appended documents. A total of seven comment letters were received.

None of the comment letters resulted in the need to modify the environmental analysis in the Draft EIR.

The EIR found that prior to mitigation, implementation of the proposed project will result in potentially significant impacts to Geology and Soils, Hazards and Hazardous Materials, Mineral Resources, Tribal Cultural Resources, and Wildfire. Impacts to Agricultural and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, Noise, and Transportation were found to be significant and unavoidable. The City prepared a Statement of Overriding Considerations (see Section VI, below) for the following impacts which were found to be significant and unavoidable:

Agriculture and Forestry Resources

- **Impact 5.2-1:** The proposed project would convert farmland to nonagricultural uses.

Air Quality

- **Impact 5.3-1:** Buildout of the Proposed General Plan, and associated emissions, would exceed the assumptions of the South Coast AQMD's AQMP.

- **Impact 5.3-2:** Construction activities associated with future development that would be accommodated under the Proposed General Plan could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.

- **Impact 5.3-3:** Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.

- **Impact 5.3-4:** The proposed project would expose sensitive receptors to substantial toxic air contaminant concentrations.

Biological Resources

- **Impact 5.4-1:** Buildout of the proposed Land Use Plan could impact sensitive or special-status plant and animal species known to occur in the City of Wildomar.

Cultural Resources

- **Impact 5.5-1:** Future development under the proposed project could impact an identified historic resource.

Greenhouse Gas Emissions

- **Impact 5.8-1:** Implementation of the Proposed General Plan would result in an increase in GHG emissions and would not place the City on a trajectory to achieve the goals established under Executive Order S-03-05 or progress toward the State's carbon neutrality goal.

Noise

- **Impact 5.13-1:** Construction activities would result in temporary noise increases in the vicinity of the proposed project.

- **Impact 5.13-2:** Project implementation would result in temporary construction and long-term operation-related noise that would exceed local standards.

Transportation

- **Impact 5.17-2:** The proposed project would conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

The public can view searchable agendas for scheduled City Council meetings and access agenda-related City information and services at the following website: https://www.cityofwildomar.org/250/City-Council..

The Final EIR document will be posted for viewing and download with the previously posted Draft EIR prior to the City's consideration of the Final EIR and project recommendations on the City's website: https://www.cityofwildomar.org/212/Environmental-Documents-Center.

A date for consideration of certification of the EIR and project recommendations at the City Council was set for the proposed project and notice of the meeting was provided consistent with the Brown Act (Government Code Sections 54950 et seq.). The City Council will take testimony on the proposed project and may continue on its calendar to a subsequent meeting date in its discretion.

C. Record of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed project consists of the following documents and other evidence, at a minimum:

- The NOP, NOA, and all other public notices issued by the City in conjunction with the proposed project.
- The Draft EIR and Final EIR for the proposed project.
- All written comments submitted by agencies or members of the public on the Draft EIR.
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft EIR.
- All written and verbal public testimony presented during a noticed public hearing for the proposed project.
- The Mitigation Monitoring and Reporting Program.
- The reports and technical memoranda included or referenced in the Final EIR.
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft EIR and Final EIR.
- The Resolutions adopted by the City in connection with the proposed project, and all documents incorporated by reference therein, including comments received after the close of the comment period and responses thereto.
- Matters of common knowledge to the City, including but not limited to federal, state, and local laws and regulations.
- Any documents expressly cited in these Findings.
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

D. Custodian and Location of Records

The documents and other materials that constitute the administrative record for the City's actions related to the proposed project are at the City of Wildomar–Community Development Department, 23873 Clinton Keith Road, Wildomar, CA. The City Community Development Department is the custodian of the administrative record for the proposed project. Copies of these documents, which

constitute the record of proceedings, are and at all relevant times have been and will be available upon request of the Community Development Department. Additionally, the documents will be available online at: https://envisionwildomar2040.com/ and https://www.cityofwildomar.org/212/Environmental-Documents-Center during the consideration period for the proposed project, and at City Hall. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and Guidelines Section 15091(e).

E. Project Location

The City of Wildomar is in southwestern Riverside County, California, and is bordered by the City of Lake Elsinore to the north and northwest, unincorporated Riverside County to the west, City of Murrieta to the south, and City of Menifee to the east. Interstate and regional access to the City is provided by Interstate 15 (I-15), which runs in a general north-south direction through the City.

F. Project Objectives

The adopted vision for the City is:

> "The City of Wildomar will be a safe and active community with responsible growth and quality infrastructure while keeping a hometown feel."

The City understands that growth will occur and that there is a benefit to directing new growth, and different types of development, into areas best suited for mixed-use and modestly higher densities. As the City is largely comprised of existing low-density neighborhoods; vertical and horizontal mixed-use, townhomes, and higher density, have not been the tradition. Nonetheless the proposed project includes modest mixed-use areas intended to blend new compact development into the small-town character of the City without overwhelming the adjacent neighborhoods. This approach represents a measured step toward integrating nodes of mixed-use into areas where services and transportation routes converge. While the scale of development could be greater, and changes more drastic, this first change in the fabric of the City is intended to reflect the adopted vision.

Objectives for the City of Wildomar Proposed General Plan project are as follows and will aid decision makers in their review of the proposed project and associated environmental impacts:

1. Increase jobs in the City to encourage more residents to shop and work locally and reduce commuting out of the City.
2. Maintain and enhance conservation areas.
3. Focus growth along major corridors, thereby reducing change in the neighborhoods.
4. Provide for mixed use development in areas of the City where services and transportation converge, at a density and intensity that is modestly higher than the surrounding neighborhood.

G. Project Description

Project Summary

When the City incorporated in 2008, it adopted Riverside County's General Plan. The project is an update to the City's General Plan, which will be the first City-specific General Plan for Wildomar. A general plan is a state-required planning document that provides guidance to decision-makers regarding the allocation of resources and determination of the future physical form, location, and character of development in a city. It is the official statement of a city regarding the extent and types of development needed to achieve the community's physical, economic, social, and environmental goals. Although a general plan is composed of individual sections, or "elements," that individually address a specific area of concern, it embodies a comprehensive and integrated planning approach for a jurisdiction.

Proposed General Plan and Buildout

The proposed project includes the following elements that address all the required topics in state law, as well as one additional topical of local importance:

- Land Use
- Circulation
- Recreation and Community Services
- Open Space and Conservation
- Noise
- Economic Development
- Climate Action Plan Memorandum
- Housing and Safety Elements (previously adopted in 2021 and will only be reformatted under the proposed project to ensure consistency)

Rather than a separate element, Environmental Justice policies are embedded throughout relevant elements of the Proposed General Plan.

The proposed project could result in a net increase of 8,992 residential units, 27,999 residents, 2,965,538 square feet of non-residential uses, and 6,724 jobs compared to existing conditions.

III. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

A. Format

Section 15091 of the CEQA Guidelines requires that a Lead Agency make a finding for each significant effect for the project. This section summarizes the significant environmental impacts of the proposed project, describes how these impacts are to be mitigated, and discusses various alternatives to the proposed project, which were developed to reduce the remaining significant environmental impacts. All impacts are considered potentially significant prior to mitigation unless otherwise stated in the findings.

The remainder of this section is divided into the following subsections:

Section B, Findings on "No Impact" and "Less Than Significant Impacts," presents environmental issues, as identified in Chapter 5 of the Draft EIR, which would result in no impact or less than significant impacts.

Section C, Findings on Impacts Mitigated to Less Than Significant, presents significant impacts of the proposed project that were identified in Chapter 5 of the Draft EIR, the mitigation measures identified in the Mitigation Monitoring Program, and the rationales for the findings.

Section D, Significant and Unavoidable Impacts that Cannot be Mitigated to Below the Level of Significance, presents significant impacts of the proposed project that were identified in the Draft EIR, the mitigation measures identified in the Mitigation Monitoring Program (if applicable), the findings for significant impacts, and the rationales for the findings.

Section IV, Alternatives to the Proposed Project, presents alternatives to the proposed project and evaluates them in relation to the findings set forth in Section 15091(a)(3) of the State CEQA Guidelines, which allows a public agency to approve a project that would result in one or more significant environmental effects if the project alternatives are found to be infeasible because of specific economic, social, or other considerations.

Section V, Findings on Responses to Comments on the Draft EIR and Revisions to the Final EIR, presents the City's findings on the response to comments and revisions to Final EIR, and decision on whether a recirculated Draft EIR is necessary.

Section VI, Statement of Overriding Considerations, presents a description of the proposed project's significant and unavoidable adverse impacts and the justification for adopting a statement of overriding considerations.

B. Findings on "No Impact" and "Less Than Significant Impacts"

The City determined that the proposed project would have no impact or less than significant impacts, including direct, indirect, and cumulative impacts, for the environmental issues summarized below. The rationale for the conclusion that no significant impact would occur in each of the issue areas is based on the environmental evaluation in the listed topical EIR sections in Chapter 5 of the Draft EIR.

CEQA Guidelines Section 15901 states that an EIR may not be certified for a project that has one or more significant environmental effects unless one of three possible findings is made for each significance effect. Since the following environmental issue areas were determined to have no impact or a less than significant impact, no findings under Section 15091 for these issues are required.

1. Aesthetics

Impact 5.1-1: Development in accordance with the Proposed General Plan would not substantially alter or damage scenic vistas. [Threshold AE-1]

Scenic resources in the City include parks, open spaces, vacant land, and views of the Elsinore Mountains and Temescal Mountains. Open space and park lands that provide views of scenic vistas would continue to be preserved under the Proposed General Plan. The existing low-density residential uses in or adjacent to scenic vistas and resources would also remain unchanged, thereby preserving views of these features. Most of the higher-density development would be focused along primary corridors in the City, such as Clinton Keith Road, Bundy Canyon Road, Mission Trail, and I-15. The existing

and proposed scale and design of the City, along with its existing and future land uses, complement rather than detract from the backdrop scenery of the ridgelines and suburban environment. As shown in Figure 3-4, *Proposed Land Use Plan,* of the DEIR, the majority of land uses along the periphery of the City boundary would be RM (Rural Mountainous), EDR (Estate Density Residential), VLDR (Very Low Density Residential), LDR (Low Density Residential), MDR (Medium Density Residential), and OS-CH (Conservation Habitat); according to the Wildomar Housing Element (Table HNA-28, Residential Zoning Criteria), the tallest structure would be up to 50 feet tall and permitted in the MDR land use designation.

Although new development could alter the appearance of the existing conditions, especially in areas where lands are vacant and undeveloped, future development consistent with the Proposed General Plan would not create a substantial adverse impact on scenic vistas or degrade the City's visual character or quality due to the City's urbanizing character. Additionally, the development standards under the City's municipal code as well as the City's commercial and residential design guidelines, would guide future development characteristics and ensure consistency and compatibility. Development standards and design guidelines would ensure that scenic resources in the City, such as views of mountain ridgelines, are not adversely affected.

The Proposed General Plan includes policies that would protect scenic resources, such as Policy LU-13.1, which calls for the permanent preservation of open space that contains scenic value, and Policy OS-1.8, which aims to protect ridgelines from incompatible development that diminishes scenic value. Therefore, the proposed project would not substantially impact scenic resources in the City, and impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to scenic vistas and resources. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.1-2: The proposed project would not alter scenic resources within a state scenic highway. [Threshold AE-2]

There are no scenic highways within the City. The nearest officially designated scenic highway is State Route 74 (SR-74), approximately 23 miles northeast of the City. Due to the distance and varying topography, no impact to scenic resources would occur on SR-74, an officially designated scenic highway.

I-15 is designated as an eligible scenic highway and future development along and proximate to I-15 could impact scenic resources. However, all development in the City must comply with the City's development standards and design guidelines to ensure that future development would not substantially impact scenic resources. Additionally, the following Proposed General Plan policies would reduce impacts to scenic resources: Policy LU-13.1, which calls for the permanent preservation of open space that contains scenic value and Policy OS-1.8, which aims to protect ridgelines from incompatible development that diminishes scenic value. Therefore, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to altering the scenic resources within a state scenic highway. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.1-3: Buildout in accordance with the proposed land use plan would alter the existing visual appearance of the City but would not substantially degrade its existing visual character or quality and would not conflict with applicable zoning and other regulations governing scenic quality. [Threshold AE-3]

Future development and redevelopment allowed by the Proposed General Plan would result in the development of currently undeveloped parcels and intensification of already developed areas of the City. Although new development would alter the visual appearance of the City, because the City is largely already developed with urban and suburban uses, new development would not substantially degrade the City's visual character or quality. The proposed land use plan would focus more intensive growth within the nine focus areas, where structures would be up to 50 feet tall, as shown in Figure 5.1-1, *Proposed Focus Areas,* of the DEIR. Title 17, Zoning, of the Wildomar Municipal Code establishes development standards. Additionally, future development would be required to comply with the commercial and residential design standards to ensure compatibility with existing uses and retain the City's existing visual character and quality. Buildout under the proposed project would occur in areas where development already exists or areas where development is planned. Areas designated as open space and parks would remain undeveloped under the proposed project.

The Proposed General Plan policies ensure that future development and redevelopment would enhance Wildomar's sense of place and character, such as Policy LU-5.1, which requires new development to exhibit quality design; Policy LU-5.2, which requires new development to be located and designed to visually enhance the character of the surrounding areas; and Policy LU-5.3, which aims to enhance the City's unique character and quality of design by maintaining and implementing development standards. Development under the Proposed General Plan would be required to comply with existing regulations that maintain the City's character, such as the City's objective development standards for commercial and residential projects which would ensure that development under the proposed project would continue to be maintained and be compatible with the City's visual character. As such, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to the existing visual appearance of the city. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.1-4: The proposed project would not generate additional light and glare. [Threshold AE-4]

The two major causes of light pollution are spill light, which is caused by misdirected light that illuminates outside the intended area, and glare, which is light that shines directly or is reflected from a surface into a viewer's eyes. Sources of light in the City include building lighting (interior and exterior),

security lighting, sign illumination, and parking area lighting, which are mostly associated with residential, commercial, and industrial uses. Other sources of nighttime light and glare include streetlights, vehicular traffic along surrounding roadways, and ambient lighting from surrounding communities.

Future development in accordance with the Proposed General Plan would occur in areas designated for development and would allow for development of currently undeveloped parcels and intensification and redevelopment of existing land uses, which could increase nighttime light and glare in Wildomar.

Development and redevelopment projects in the City would be required to comply with the design guidelines for residential and commercial uses, as well as Chapter 8.64, Light Pollution, of the Wildomar Municipal Code, which establishes limits on the types of fixtures and size of bulbs used in all aspects of development. The requirements in Chapter 8.64 would be checked during the building permit application and again during building and site inspections for all projects to ensure lighting impacts would not be significant. Consistent with the City's lighting standards (municipal code section 8.64.090), all proposed exterior light fixtures must have full cutoff so that there is no light pollution created above the 90-degree plane of the light fixtures. Additionally, the Proposed General Plan includes Policy LU-6.1, which aims to retain and enhance the integrity of existing uses by protecting them from glare. Therefore, the proposed project would not adversely affect day or nighttime views and would not contribute to night sky pollution. Impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to the generation of additional light and glare. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

2. Agricultural and Forestry Resources

Impact 5.2-2: The proposed project would not conflict with zoning for agricultural use or a Williamson Act Contract. [Threshold AG-2]

There are no Williamson Act contracts within the City limits. Therefore, no impact would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to Williamson Act contracts. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.2-3: The proposed project would not conflict with existing zoning for, or cause rezoning of, forestland and timberland, and would not result in the loss or conversion of forestland to non-forest uses. [Thresholds AG-3, AG-4, and AG-5 (part)]

According to the California Department of Fish and Wildlife (CDFW), the City does not contain public forestlands or private timberlands. Therefore, implementation of the proposed project would not

conflict with the zoning of forestlands or timberlands, nor would it result in the loss or conversion of forestlands to non-forest uses. As such, no impacts would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to the loss or conversion of forestland to non-forest uses. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

3. Air Quality

Impact 5.3-5: The proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. [Threshold AQ-4]

Growth under the proposed project could generate new sources of odors. Nuisance odors from land uses in the South Coast Air Basin (SoCAB) are regulated under South Coast Air Quality Management District (South Coast AQMD) Rule 402, *Nuisance*.

Industrial Land Uses

Compost facilities, landfills, solid-waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), asphalt batch manufacturing plants, chemical manufacturing, and food manufacturing facilities are typical sources of odors from industrial land uses. The Proposed General Plan would result in a net increase of 1,393,616 square feet of industrial land use at buildout under the Light Industrial (LI) and Business Park (BP) land use designations. Industrial land uses are required to comply with South Coast AQMD Rule 402 and future environmental review, which would ensure that sensitive land uses are not exposed to objectionable odors. Therefore, impacts would be considered less than significant.

Residential and Other Retail/Commercial Land Uses

Residential and other nonresidential, nonindustrial land uses that would be accommodated by the proposed project could result in the generation of odors such as exhaust from landscaping equipment and from cooking. Buildout of the Proposed General Plan would result in a net increase of retail (4,179 acres) and commercial (385 acres) land uses. Unlike industrial land uses, these are not considered potential generators of odor that could affect a substantial number of people. Nuisance odors are regulated under South Coast AQMD Rule 402, which requires abatement of any nuisance generating a verified odor complaint. Therefore, impacts would be considered less than significant.

Construction

Construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Noxious odors would be confined to the immediate vicinity of the construction equipment in use. By the time such emissions reached any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Short-term construction-related odors are expected to cease upon the

drying or hardening of odor-producing materials. Therefore, impacts would be considered less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to odor-related emissions adversely affecting a substantial amount of people. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

4. Biological Resources

Impact 5.4-4: Future projects in accordance with the Proposed General Plan would be required to comply with the Western Riverside Multiple Species Habitat Conservation Plan, the Stephens' Kangaroo Rat Conservation Plan, and the City of Wildomar's local biological resources polices and ordinances. [Thresholds B-5 and B-6]

The City is a participant in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), which requires that individuals, businesses, or public agencies proposing development in the "criteria area" of the MSHCP obtain approval from the Regional Conservation Authority and a permit from the local responsible agency. Criteria areas include the cell groups which are shown on Figure 5.4-2, *MSHCP Reserve Assembly*, of the DEIR. Projects that are approved must pay fees for review and construction of the project in accordance with Chapter 3.42, MSHCP Mitigation Fee, of the Wildomar Municipal Code.

In addition to the MSHCP, a long-term (30-year) Habitat Conservation Plan (HCP) for Stephens' kangaroo rat is administered by the Riverside County Habitat Conservation Agency. The Stephens' kangaroo rat HCP boundary is within the larger MSHCP boundary. For a project that occurs within the Stephens' kangaroo rat HCP boundary, impacts to Stephens' kangaroo rats are mitigated by the Stephens' kangaroo rat HCP, and for any projects outside of the Stephens' kangaroo rat HCP boundary but within the MSHCP, impacts are mitigated by the MSHCP. As the majority of the City is within the Stephens' Kangaroo Rat Plan Area (see Figure 5.4-1, of the DEIR), projects within these portions would be required to pay fees pursuant to Chapter 3.43, Stephens' Kangaroo Rat Mitigation Fee, of the Wildomar Municipal Code.

Buildout of the Proposed General Plan could impact biological resources in the City. However, compliance with MSHCP, the Stephen's kangaroo rat HCP, and the City's Municipal Code would protect these resources. Additionally, the Proposed General Plan policies would protect biological resources, such as Policy OS-1.1, which requires the enforcement of the Western Riverside County Multiple Species Habitat Conservation Plan and Stephens Kangaroo Rat Habitat Conservation Plan provisions. Additionally, the implementation of the Proposed General Plan would not conflict with an adopted habitat conservation plan, natural community conservation plan, or local ordinance. Therefore, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to the compliance of the Proposed General Plan with the Western Riverside Multiple Species Habitat Conservation Plan, the Stephens' Kangaroo Rat Conservation Plan, and the City of

Wildomar's local biological resources polices and ordinances. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

5. Energy

Impact 5.6-1: Implementation of the Proposed General Plan would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. [Threshold E-1]

Short-Term Construction Impacts

Development projects constructed under the Proposed General Plan would create temporary demands for electricity. Natural gas is not generally required to power construction equipment, and therefore is not anticipated during construction phases. Electricity use would fluctuate according to the phase of construction. Additionally, it is anticipated that most electric-powered construction equipment would be hand tools (*e.g.,* power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities.

Development projects would also temporarily increase demands for energy associated with transportation. Transportation energy use depends on the type and number of trips, vehicle miles traveled (VMT), fuel efficiency of vehicles, and travel mode. Energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is anticipated that most off-road construction equipment, such as those used during demolition and grading, would be gas or diesel powered. In addition, all operation of construction equipment would cease upon completion of project construction. Furthermore, the construction contractors would minimize nonessential idling of construction equipment during construction in accordance with the California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449. Such required practices would limit wasteful and unnecessary energy consumption in development in Wildomar. Moreover, future development projects within the City would be similar to the construction processes of any current development projects within Wildomar. Therefore, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of fuel use during construction.

Long-Term Impacts During Operation

Non-transportation Energy

Electrical service to the City is provided by Southern California Edison (SCE) through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 5.6-4, *Year 2045 Forecast Electricity Consumption*, of the DEIR, by horizon year 2045, electricity use in the City would increase by 109,987,393 kWh/year, or approximately 83 percent, from existing conditions.

As shown in Table 5.6-5, *Year 2045 Forecast Natural Gas Consumption*, of the DEIR, existing natural gas use in the City totals 4,995,139 therms annually. By 2045, natural gas use in the City would increase

from existing conditions by 3,895,455 therms annually, or approximately 78 percent, to a total of 8,890,594 therms per year.

While the electricity and natural gas demand for the City would increase compared to existing conditions, development accommodated under the Proposed General Plan would be required to comply with the current and future updates to the Building Energy Efficiency Standards and California Green Building Standards Code (CALGreen), which would contribute to reducing the energy demands shown in Table 5.6-3, *Existing Operation-Related Annual Fuel Usage*, of the DEIR, and Table 5.6-4, of the DEIR. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings and each update to the Building Energy Efficiency Standards and CALGreen will result in greater building energy efficiency and move closer toward buildings achieving zero net energy usage. Additionally, the Proposed General Plan includes policies increase energy efficiency and storage such as Policies OS-6.2, OS-6.4, OS-6.5, and OS-6.6. Policy OS-3.4 which would encourage water-conserving mechanisms in existing development, such as stormwater capture systems, graywater systems, and drought-tolerant landscape planting. Encouraging sustainable and energy-efficient building practices and using more renewable energy strategies will further reduce energy consumption within the City and move closer toward achieving zero net energy.

Transportation Energy

The growth under the Proposed General Plan would consume transportation energy (*e.g.,* gasoline, diesel, compressed natural gas, and electricity) from the use of motor vehicles. Table 5.6-6, *Operation-Related Annual Fuel Usage: Net Change from Existing,* of the DEIR, shows the net change in VMT, fuel usage, and fuel efficiency (miles per gallon) under the Proposed General Plan conditions compared to existing conditions and existing uses under year 2045 conditions.

Although annual VMT would increase for diesel- and gasoline-powered vehicles, the fuel efficiency would increase by 8.94 mpg and 0.34 mpg, respectively. The overall VMT as shown in Table 5.6-6, of the DEIR, would be primarily attributable to the population growth associated with the Proposed General Plan as shown in Table 5.14-7, *Comparison of 2045 SCAG and Proposed General Plan Buildout Projections,* of the DEIR, in Chapter 5.14, *Population and Housing,* of the DEIR. While VMT and fuel usage would generally increase from implementation of the Proposed General Plan when compared to existing uses, the fuel efficiency of vehicles would improve compared to existing conditions. For electric-powered vehicles, annual VMT would increase by 55,126,683 miles and annual consumption would increase by 14,085,318 kWh.

The improvement in fuel efficiency would be attributable to regulatory compliance (*e.g.,* Corporate Average Fuel Economy [CAFE] standards), resulting in new cars that are more fuel efficient and the attrition of older, less fuel-efficient vehicles. The CAFE standards are not directly applicable to residents or land use development projects, but to car manufacturers. However, compliance with the CAFE standards by car manufacturers would ensure that vehicles produced in future years have greater fuel efficiency and would generally result in an overall benefit of reducing fuel usage by providing the population of the City more fuel-efficient vehicle options. Furthermore, while the demand in electricity would increase under the proposed project, in conjunction with the regulatory (*i.e.,* Renewables Portfolio Standard, Senate Bill [SB] SB 350, and SB 100) and general trend toward increasing the supply and production of energy from renewable sources, it is anticipated that a greater share of electricity

used to power electric vehicles would be from renewable sources in future years. Additionally, the Proposed General Plan includes policies that would contribute to minimizing overall VMT, and thus fuel usage associated with the City. Policies LU-4.2 and LU-9.4 would encourage non-vehicular travel modes in the design and development of future projects, and policies CI-1.1, CI-4.3, and CI-5.12 would aid in minimizing VMT through Transportation Demand Management (TDM) measures where feasible and improve connectivity along city streets.

Collectively, these policies and regulations would minimize overall VMT, and thus fuel usage associated with potential future development in Wildomar. Furthermore, the proposed project would rely on mixed-use and infill development for projected growth in the Wildomar region, thereby contributing to reduced energy use from the transportation sector. For example, Policies LU-10.1 and LU-10.2 encourage housing to be integrated with commercial and/or office uses within the City. Although population and VMT is projected to grow, the jobs-housing ratio would increase to 0.58 to be closer to a more equal distribution of employment and housing (see Impact 5.14-1, of the DEIR). Having a jobs-rich city would encourage the creation of more employment opportunities for the city's residents commuting out of Wildomar. Therefore, this could result in shorter distances traveled between where people work and live and to amenities.

Implementation of proposed policies under the Proposed General Plan in conjunction with and complementary to regulatory requirements, would ensure that energy demand associated with growth under the Proposed General Plan would not be inefficient, wasteful, or unnecessary. Therefore, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to wasteful, inefficient or unnecessary consumption of energy resources. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.6-2: The Proposed General Plan would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. [Threshold E-2]

California Renewables Portfolio Standard Program

The state's electricity grid is transitioning to renewable energy under California's Renewables Portfolio Standard (RPS) Program. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the State of California objective of transitioning to renewable energy. The land uses accommodated under the Proposed General Plan would comply with the current and future iterations of the Building Energy Efficiency Standards and CALGreen.

Furthermore, as discussed for Impact 5.6-1, of the DEIR, the Proposed General Plan includes Policies OS-6.2, OS-6.4, and OS-6.6 which would encourage the transition to all-electric appliances and installation of on-site renewable energy systems for new and existing developments, and Policy OS-6.5 would promote battery storage systems, especially in buildings with solar energy installations and municipal buildings with essential community services. Therefore, implementation of the Proposed

General Plan would not conflict with or obstruct implementation of California's RPS program, and no impact would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to the conflict or obstruction of a state or local plan regarding renewable energy or energy efficiency. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

6. Geology and Soils

Impact 5.7-3: Soil conditions would adequately support proposed septic tanks. [Threshold G-5]

A majority of soil conditions in the City are adequate for support of proposed septic tanks. Large portions of the rural and mountainous areas of Wildomar, east of I-15 rely on septic tanks where nearby regional wastewater collection services are currently unavailable. As indicated in Section 5.19, *Utilities and Service Systems,* of the DEIR, the Riverside County Department of Environmental Health's adopted Local Agency Management Program provides minimum standards and requirements for the treatment and disposal of onsite septic systems. Given the soil components as discussed in Impact Section 5.7-2, many areas in Wildomar can adequately support septic tanks. There are specific areas within the City that septic tanks may be less favorable, such as areas of subsidence and potential for landslides. The implementation of Policies S-17 and S-18 would reduce the impacts of geologic-induced problems associated with septic tank because these policies aim at coordinating with water districts and encouraging permanent water monitoring for areas of past subsidence. Additionally, compliance with the Wildomar Municipal Code Chapter 8.96, Sewage Discharges, provides requirements for septic system installations, which would ensure that soil conditions are adequate for future installation of septic tanks. Therefore, these policies would reduce the impact of soils conditions with respect to septic tanks.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to soil conditions adequately supporting septic tanks. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

7. Greenhouse Gases

Impact 5.8-2: Implementation of the Proposed General Plan would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. [Threshold GHG-2]

California Air Resources Board (CARB) Scoping Plan

CARB's Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects. However, new regulations adopted by the State agencies from the Scoping Plan result in greenhouse gas (GHG) emissions reductions at the local level. Therefore, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building

and landscape codes, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down.

The GHG emissions shown in Table 5.8-5 *City of Wildomar GHG Emissions Forecast,* of the DEIR, includes reductions associated with statewide strategies that have been implemented since the adoption of Assembly Bill (AB) 32, SB 32, and AB 1279. Development projects accommodated under the Proposed General Plan are required to adhere to the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32, SB 32, and AB 1279. Future development projects would be required to comply with these state GHG emissions reduction measures because they are statewide strategies. For example, new buildings associated with development projects under the proposed project would be required to meet the CALGreen and Building Energy Efficiency Standards in effect at the time when applying for building permits. Furthermore, as discussed under Impact 5.8-1, the Proposed General Plan includes goals and policies that would help reduce GHG emissions and therefore help achieve GHG reduction goals. Implementation of the Proposed General Plan would not obstruct implementation of the CARB Scoping Plan, and impacts would be less than significant.

SCAG's Connect SoCal

Connect SoCal is Southern California's regional transportation plan to achieve the passenger vehicle emissions reductions identified under SB 375, and identifies areas in the region that can house near-term and long-term growth and support a diverse economy and workforce. By integrating the Forecast Development Pattern with a suite of financially constrained transportation investments, Connect SoCal can reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels).

As demonstrated in Section 5.11, *Land Use and Planning,* of the DEIR, the Proposed General Plan would be consistent with the Connect SoCal goals and would further State goals through emphasis on design and reduction in VMT (see Table 5.11-1, *SCAG 2020 RTP/SCS Goal Consistency Analysis,* of the DEIR). In addition, Policies LU-4.1, LU-4.2, LU-8.2, and LU-9.4 as well as Policies CI-2.1, CI-4.3, CI-5.5, CI-5.7, and CI-5.12 would reduce VMT per service population consistent with the regional goals. Lastly, as discussed in Section 5.14, *Population and Housing,* of the DEIR*,* implementation of the Proposed General Plan would bring the City closer to a more equal distribution of employment and housing.

Overall, the Proposed General Plan would provide for residents to both live and work in the City instead of commuting to other areas, which would contribute to minimizing VMT and reducing VMT per service population. Therefore, the Proposed General Plan would not interfere with SCAG's ability to implement the regional strategies in Connect SoCal, and no impact would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to conflicting with an applicable plan, policy, or regulation of an agency adopted to reduce GHG emissions. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

8. Hazards and Hazardous Materials

Impact 5.9-1: Project construction and operations would not create a significant impact due to the transport, use, and/or disposal of hazardous materials or due to reasonably foreseeable upset and accident conditions; and would not impact an existing or proposed school. [Thresholds H-1, H-2, and H-3]

Construction

Potentially hazardous materials used during construction include substances such as paints, sealants, solvents, adhesives, cleaners, and diesel fuel. There is potential for these materials to spill or to create hazardous conditions. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short-term or one time in nature. In the event of a potential release and cleanup of a hazardous material in the construction process, the Riverside County Department of Environmental Health (DEH)'s Environmental Cleanup Program (ECP) would provide oversight of environmental investigations and cleanup of contaminated sites. Project construction workers would be trained in safe handling and hazardous materials use pursuant to the California Division of Occupational Safety and Health (Cal/OSHA) requirements.

To prevent hazardous conditions, existing local, state, and federal laws—such as those listed under Section 5.9.1.2, *Regulatory Background,* of the DEIR—are to be enforced at construction sites, as well as during the transport and disposal of hazardous materials. Cal/OSHA has regulations concerning the use of hazardous materials, including requirements for safety training, exposure warnings, availability of safety equipment, and preparation of emergency action/prevention plans. Furthermore, strict adherence to all emergency response plan requirements set forth by the Riverside County Fire Department would be required throughout the duration of project construction. Therefore, impacts would be less than significant.

Operations

Industrial uses and some commercial uses utilize greater amounts of hazardous materials than other uses, such as residential uses and schools. Operation of future residential and some commercial uses would involve the use of small quantities of hazardous materials for cleaning and maintenance purposes, such as paints, household cleaners, fertilizers, and pesticides. Operation of future industrial and some types of commercial uses would involve use of larger amounts of hazardous materials, such as fuel/diesel, and commercial grade chemicals, solvents, cleaners, etc. These types of industrial and commercial uses, and therefore, the specific types of hazardous materials to be used, are not yet known.

The use, storage, transport, and disposal of hazardous materials by future residents and commercial and industrial tenants/owners would be required to comply with existing regulations of several agencies, including the California Department of Toxic Substances Control, US Environmental Protection Agency, California Division of Occupational Safety and Health, California Department of Transportation, and Riverside County Fire Department.

Compliance with applicable laws and regulations governing the use, storage, transport, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an

appropriate manner and would minimize the potential for safety impacts. Additionally, future residential and nonresidential uses under the proposed project would be constructed and operated with strict adherence to all emergency response plan requirements set forth by the Riverside County DEH and the Riverside County Fire Department.

The California Environmental Protection Agency (CalEPA) has designated the Riverside County DEH as the Certified Unified Program Agency (CUPA), responsible for managing the following programs in the County such as the Underground Storage Tank Program, Aboveground Petroleum Storage Act Requirements, Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs, Hazardous Materials Release Response Plans and Inventories (Business Plan), California Accidental Release Prevention, and Hazardous Material Management Plans

Additionally, several policies in the Safety Element and Proposed General Plan would minimize risks from businesses that use hazardous materials. For Example, Policy S-74 aims to enforce land use policies and siting criteria related to hazardous materials and waste through ongoing implementation of the programs identified in the County of Riverside Hazardous Waste Management Plan. Therefore, impacts would be less than significant.

Demolition

Future development projects may involve demolition of existing buildings and structures associated with a specific development site. Some building materials used in the mid- and late- 1900s are considered hazardous to the environment and harmful to people. For example, while asbestos was generally not used in building materials by 1980, it was still occasionally used until the late 1980s. Lead-based paint was banned for residential use in 1978 and phased out for commercial structures in 1993. Typical hazardous materials of concern for existing older structures in the City include asbestos, lead, mold, Polychlorinated Biphenyls (PCBs), and radon.

For buildings constructed before the 1950s, it is likely that some may contain asbestos-containing materials (ACMs) and lead-based paint (LBP), as well as other building materials containing lead (*e.g.,* ceramic tile and insulation). Demolition of these buildings could cause encapsulated ACM (if present) to become friable (*i.e.,* easily crumbled or pulverized); once airborne, they are considered a carcinogen. Demolition could also cause the release of lead into the air.

PCBs are synthetic chemicals that were manufactured for use in various industrial and commercial applications because of their non-flammability, chemical stability, high boiling point, and electrical insulation properties. When released into the environment, PCBs persist for many years and bioaccumulate in organisms.

State agencies, in conjunction with the federal Environmental Protection Agency (EPA) and OSHA, regulate removal, abatement, and transport procedures for asbestos-containing materials. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations; medical evaluation and monitoring are required for employees performing activities that could expose them to asbestos. The regulations include warnings and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, state, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos.

Requirements for limiting asbestos emissions from building demolition and renovation activities are specified in South Coast AQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). California Government Code Sections 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and ACM. Therefore, impacts would be less than significant.

Accidental Release

The use, storage, and transport of hazardous materials and hazardous wastes in compliance with the applicable laws and regulations would minimize the potential for releases of hazardous materials that could pose substantial hazards to the public or the environment and would entail prompt containment and cleanup of spills. Residential uses, some civic uses such as schools and parks, and some commercial uses utilize only small amounts of hazardous materials and mostly or entirely for cleaning and maintenance purposes. Use of such small amounts of hazardous materials would not pose substantial hazards to the public or the environment through accidental releases. Businesses handling reporting quantities of hazardous or extremely hazardous materials would maintain business plans including: procedures in the event of a hazardous materials release, procedures for immediate notification of all appropriate agencies and personnel, identification of local emergency medical assistance, contact information for company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

California Accidental Release Prevention Program (CalARP) aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The Riverside County Environmental Health Division is the CUPA designated as the administering agency for CalARP. Therefore, impacts would be less than significant.

Pipelines

As noted in Section 5.9.1.3, *Existing Conditions,* of the DEIR, Wildomar does not contain any hazardous pipelines that run through the City, and the closest gas transmission pipeline is approximately 2.6 miles south/southeast of the City in Murrieta. Therefore, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to the transport, use, and/or disposal of hazardous materials and relating to impacting school sites. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.9-2: The City is on a list of hazardous materials sites, but would not create a significant hazard to the public or environment. [Threshold H-4]

As identified in Table 5.9-1, *Hazardous Sites in the City of Wildomar*, of the DEIR, a search of the online EnviroStor and GeoTracker databases on October 26, 2023, identified six hazardous materials sites within the City. All six sites are designated as either "case closed" or "no action required." Although there are six hazardous waste sites in the City, development on other sites in the City may result in hazardous materials impacts. However, properties contaminated by hazardous substances are regulated

at the local, state, and federal level and are subject to compliance with stringent laws and regulations for investigations and remediation that would remedy all potential impacts caused by hazardous substance contamination. Additionally, there are several policies in the Proposed General Plan and Safety Element that would ensure impacts as a result of hazardous materials would be reduced, such as Policy S-76 which requires discretionary development projects that will generate hazardous wastes or materials to include detailed information on reduction, recycling, and storage of the hazardous materials. Therefore, buildout of the Proposed General Plan would result in a less than significant impact upon compliance with existing laws and regulations.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to significant hazards on the public or the environment. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.9-3: The City is not located in the vicinity of an airport or within the jurisdiction of an airport land use plan. [Threshold H-5]

The City of Wildomar is not within the vicinity of any airports or within the jurisdiction of an airport land use plan. Therefore, no impacts would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to airport hazards. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.9-4: Project development would not affect the implementation of an emergency responder or evacuation plan. [Threshold H-6]

Regional access to and from Wildomar is limited to I-15. Several arterials in the City funnel traffic to larger arterials and freeways and several major roadways and transit routes within and adjacent to the City are crossed by one or more disaster prone areas—including Alquist Priolo zones, very high fire hazard severity zones, 100-year flood zones, dam inundation zones, and other hazards (see Figure 5.7-2, *Regional Fault Location Map*, Figure 5.10-3, *FEMA Flood Zones,* 5.10-4, *Dam Inundation Zones*, and 5.20-1, *Fire Severity Zones,* of the DEIR). Any of these disasters can cause damage to transportation infrastructure, preventing or impeding access by emergency responders and evacuation by residents.

As indicated in Section 2.32.080, Emergency Plan, of the Wildomar Municipal Code, the Wildomar Disaster Council is responsible for the development of the City's emergency plan, which shall provide the effective mobilization of all the resources of the City, both public and private, to meet any condition constituting a local emergency. Furthermore, the City of Wildomar is covered under its Local Hazard Mitigation Plan (LHMP) and Emergency Operations Plan (EOP) which provide strategies to address emergencies in the City.

The City of Wildomar Emergency Services Department strives to promote a secure and resilient City with capabilities required across the whole community to prevent, mitigate, prepare, respond to, and recover from natural and man-made disasters. The Community Emergency Response Team was placed

on hold due to the pandemic. The City anticipates a new emergency response program that will help residents of the community with the skills to respond to an emergency situation. Furthermore, the purpose of Wildomar Municipal Code Chapter 2.32, Disaster Relief, is to provide for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency.

To ensure the effectiveness of emergency planning and hazard mitigation, the local and regional fire department works with an array of community partners. These include utility service providers (water, power, and sanitation), schools, community organizations, residents, and other local entities. Mutual and automatic aid agreements are also maintained with numerous surrounding local, state, and federal agencies to allow for appropriate backup services in case of an emergency, disaster, or other similar event.

Wildomar has also implemented Government Code Section 65302 which requires that the safety element of a general plan address evacuation routes. The California Department of Forestry and Fire Protection (CAL FIRE) safety element checklist also requires cities to address evacuation routes. During an emergency, CAL FIRE/Riverside County Fire Department would provide emergency services within the City. Future development under the proposed project would be required to comply with applicable fire and building codes to meet minimum standards for fire safety. In addition, the Wildomar Safety Element includes information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes, per Senate Bill 99 (2018). According to the Safety Element, the Farm Specific Plan, east of I-15 and south of Bundy Canyon, is within a hazard-prone area that lacks multiple emergency access points. The areas of concern have been identified and with use of the City's EOP and Policies S-97 and S-98, which would aim to correspond citizens with emergency notifications and plans to safely respond to emergencies, the impacts would be reduced to less than significant.

Additionally, implementation of the Safety Element policies would ensure impacts are reduced during an emergency evacuation. For example, Policies S-97 and S-98 aim to maintain a City EOP which includes the National Incident Management System (N.I.M.S.) and to coordinate with local and State Emergency Management agencies using the Standardized Emergency Management System (S.E.M.S.) and N.I.M.S. to facilitate multi-agency emergency response. These policies would ensure adequate communication in the event of an emergency. Therefore, compliance with applicable regulations, and implementation of emergency and evacuation plans as well as the policies in the General Plan would reduce impacts to less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to an emergency response plan or evacuation plan. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

9. Hydrology and Water Quality

Impact 5.10-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground-water quality. [Threshold HYD-1]

Construction Impacts

Clearing, grading, excavation, and construction activities have the potential to impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials, such as fuels, solvents, and paints, may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

To minimize these potential impacts, future development that involves the disturbance of one acre or more of land would require compliance with the Construction General Permit (CGP) Order WQ 2022-0057-DWQ, which includes the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). A SWPPP requires the incorporation of best management practices (BMPs) to control sediment, erosion, and hazardous materials contamination of runoff during construction and prevent contaminants from reaching receiving water bodies. The CGP also requires that prior to the start of construction activities, the project applicant must file permit registration documents (PRDs) with the State Water Resources Control Board (SWRCB), which includes a Notice of Intent, risk assessment, site map, annual fee, signed certification statement, and a SWPPP. The construction contractor is required to maintain a copy of the SWPPP at the site and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the PRDs with the SWRCB. Submittal of the PRDs and implementation of the SWPPP throughout the construction phase of development pursuant to the Proposed General Plan would address anticipated and expected pollutants of concern from construction activities.

For future construction projects that disturb less than one acre of land, project applicants would still be required to implement an effective combination of erosion and sediment control BMPs. The City requires submittal of a Construction Runoff Management Plan for all construction sites and designates a minimum set of BMPs for erosion and sediment control, soil stabilization, and protection of natural hydrologic features. The City confirms implementation of appropriate BMPs through construction site inspections.

As a result, water quality impacts associated with construction activities would be less than significant.

Operational Impacts

Potential future development and activities under the Proposed General Plan may result in long-term impacts to the quality of stormwater and urban runoff, subsequently impacting downstream water quality. Future development can potentially create new sources for runoff contamination through changing land uses. As a consequence, future development within the City as a whole may have the

potential to increase the post-construction pollutant loadings of certain constituent pollutants associated with the proposed land uses and their associated features, such as landscaping.

To prevent long-term impacts associated with land use changes and in accordance with the requirements of the MS4 permit (Order No. R9-2013-0001, last amended in 2015), Wildomar Municipal Code Chapter 13.12 and the City's Jurisdictional Runoff Management Plan (JRMP), all new development that involves the creation of 10,000 square feet or more of impervious surface and redevelopment projects that involve the creation and/or replacement of 5,000 square feet or more of impervious surface must incorporate low impact development (LID) site design, source control, and stormwater treatment measures to address post-construction stormwater runoff. These projects would be required to submit a project-specific water quality management plan (WQMP) to be reviewed and approved by the City Public Works/Engineering Department. For projects that create less than 10,000 square feet of impervious surface or replace less than 5,000 square feet of impervious surface, the City requires a water quality checklist for these "Other Development Projects," which includes site design and source control BMPs. Additionally, the City's WQMP and JRMP include hydromodification requirements for future development that may impact downstream channels and creeks. The City's JRMP is updated periodically to reflect the latest MS4 permit requirements; therefore, potential future development over the buildout horizon of the Proposed General Plan would need to comply with the latest thresholds and most current municipal separate storm sewer system (MS4) permit.

As part of the statewide mandate to reduce trash within receiving waters, the City is required to adhere to the requirements of the California Trash Amendments which include the installation of trash full capture systems by 2030. A full capture system is defined as a treatment control, or series of treatment controls, including a multi-benefit project or a LID control that traps all particles that are 5 millimeters or greater and has a design treatment capacity of 1) at least the peak flow rate from a one-year, one-hour storm event, or 2) appropriately sized to carry at least the same flows as the corresponding storm drain. Systems may be catch basin inserts or other insert systems or high flow capacity trash full capture systems that are designed to treat trash from large drainage areas.

Additionally, all potential future development would be required to comply with the requirements of the Wildomar Municipal Code, which prohibits illicit discharge into the storm drain system (Section 17-12.140) and includes provisions to reduce the pollutants in stormwater (Chapter 13.12.070). All development that discharges stormwater associated with industrial activity shall also comply with the requirements of the General Industrial Permit (Order No. 2014-0057-DWQ) as amended in 2018 by Order No. 2015-0122-DWQ.

Implementation of the Proposed General Plan policies, such as Policy OS-3.2, which requires new development do not degrade natural water bodies, in conjunction with adherence to MS4 permit requirements, the Statewide CGP, and the City's JRMP and Municipal Code requirements, would ensure that potential future development would not violate any water quality standards or waste discharge requirements for both construction and operational phases, and impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to degrading surface or groundwater quality. Accordingly, no changes or alterations to the

proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.10-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. [Threshold HYD-2]

Groundwater Use

A more detailed description and analysis of the City's overall water supply and demand is provided in Section 5.19, *Utilities and Service Systems,* of the DEIR. Wildomar is within two groundwater basins: Elsinore Valley Subbasin and Temecula Valley Subbasin. The Elsinore Valley Subbasin is designated by the California Department of Water Resources (DWR) as a medium-priority groundwater basin and is not in critical overdraft. The Elsinore Valley Municipal Water District (EVMWD) is the groundwater sustainability agency (GSA) for the subbasin and the groundwater sustainability plan (GSP) for the subbasin was approved by DWR in October 2023. The Temecula Valley Subbasin is designated as a very low priority basin and is not required to form GSAs or prepare GSPs. Additionally, the Temecula Valey Subbasin is managed by a different water purveyor (Rancho California Water District) that does not provide potable or recycled water to the City.

Most of the City's water supply (approximately 68 percent) is imported surface water supplied by EVMWD which supplements its supply with groundwater pumped from 10 District-owned wells. Between 2016 and 2020, the amount of groundwater pumped from the Elsinore Valley Subbasin ranged from 2,198 acre-feet per year (AFY) to 6,751 AFY, for an average of 4,070 AFY. The groundwater supply from the Elsinore Valley Subbasin is projected to remain constant at 5,500 AFY from 2025 to 2045, and the safe yield pumping rate projection in the GSP is 6,500 AFY for the Elsinore Management Area.

With buildout of the Proposed General Plan, the City anticipates an increase in water demand of approximately 4,627 AFY (see Section 5.19, *Utilities and Service Systems*, of the DEIR for calculation details). According to EVMWD's 2020 Urban Water Management Plan (UWMP), the water agency pumps groundwater from several groundwater subbasins. Even with increases in population and water demand in their service areas, EVMWD does not intend to increase groundwater pumping during normal years through 2045. However, during single and multiple dry years, groundwater pumping would increase but it would be distributed over five different groundwater subbasins. Therefore, each groundwater subbasin's sustainable yield would not be exceeded. In addition, the GSP contains future projects that would ensure the sustainability of the groundwater subbasin, including aquifer recharge, stormwater capture and recharge, and aquifer storage and recovery.

Future development would also be required to implement the water-efficient requirements specified in the CALGreen and California Plumbing Codes and the Model Water Efficient Landscape Ordinance (MWELO) requirements for water efficient landscaping. Future projects that meet the criteria under California Water Code Section 10912 would be required to prepare a Water Supply Assessment that demonstrates that project water demands would not exceed water supplies. In addition, residential,

commercial, and industrial water usage can be expected to decrease in the future as a result of continued implementation of water conservation practices.

Groundwater Recharge

Although future development would increase the amount of impervious surfaces and could potentially impact groundwater recharge, these projects would be required to implement BMPs and LID measures in accordance with the regional MS4 permit and the City's JRMP. New development or redevelopment projects would be required to implement site design measures, source control measures, stormwater treatment measures, and hydromodification measures and submit a WQMP subject to approval by the City. These measures also increase the potential for groundwater recharge. In addition, the GSP prepared for the Elsinore Valley Subbasin includes future projects that would promote groundwater recharge, including aquifer recharge, stormwater capture and recharge, and aquifer storage and recovery.

Compliance with the City's requirements for new construction, water efficient landscaping, and the Proposed General Plan policies, such as Policy LU-7.1, which requires new development minimize alteration of natural landforms and incorporate natural drainage systems, would protect future groundwater resources. Therefore, the proposed project would not significantly interfere with groundwater recharge and would not substantially deplete groundwater supplies, and impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to groundwater supplies. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.10-3: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows. [Threshold HYD-3]

Erosion and Siltation

All potential future development would be required to implement construction-phase BMPs as well as post-construction site design, source control measures, and treatment controls in accordance with the requirements of the CGP, the Wildomar Municipal Code Chapter 13.12, the MS4 Permit, and the City's Construction Runoff Management Plan. Each new development or redevelopment project that disturbs one or more acre of land would be required to prepare and submit a SWPPP to the SWRCB that describes the measures to control erosion and sedimentation due to construction activities. For projects of less than one acre, the City's Construction Runoff Management Plan and Municipal Code requirements would still apply.

Once future development projects have been constructed, the MS4 permit requirements for new development or redevelopment projects must be implemented and include site design measures, source control measures, LID, and treatment measures that address stormwater runoff and would reduce the potential for erosion and siltation. Project-specific WQMPs submitted to the City must include BMPs that are maintained in perpetuity in accordance with the San Diego Regional Water Quality Control Board) RWQCB MS4 Permit. Adherence to the streambed alteration agreement process under Sections 1600 to 1616 of the California Fish and Game Code would further reduce erosion and siltation impacts that may occur due to streambed alterations. Compliance with these regional and local regulatory requirements will ensure that erosion and siltation impacts from new development and redevelopment projects would be less than significant.

Flooding On- or Off-site

New development and/or redevelopment and changes in land uses could result in an increase in impervious surfaces, which in turn could result in an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause nuisance flooding in areas without adequate drainage facilities. All potential future development must comply with the requirements of the MS4 Permit and the City's JRMP. Regulated projects must implement BMPs which effectively minimize imperviousness, retain or detain stormwater on-site, decrease surface water flows, and slow runoff rates. Projects that may impact downstream channels and creeks must also adhere to the hydromodification requirements of the MS4 permit and the City's JRMP to ensure that post-project runoff conditions (flow rates and durations) do not exceed pre-development runoff conditions by more than 10 percent for the 2-year, 24-hour up to the 10-year, 24-hour runoff event. Adherence to these regulatory requirements would minimize the amount of stormwater runoff from new development and redevelopment within the City. Therefore, potential future development would not result in flooding on- or off-site, and impacts would be less than significant.

Stormwater Drainage System Capacity

An increase in impervious surfaces with new development or redevelopment could result in increases in stormwater runoff, which in turn could exceed the capacity of existing or planned stormwater drainage systems.

Potential future development that involves the creation of 10,000 square feet or more of impervious surfaces or replacement of 5,000 square feet or more of impervious surfaces would trigger the implementation of site design, source control, and stormwater treatment measures to reduce stormwater runoff, pursuant to the MS4 Permit and the City's JRMP. Prior to the issuance of grading permits, the City will require completion and submittal of a Final WQMP report for review and approval to ensure that these requirements are met. Stormwater treatment measures are required to temporarily detain site runoff for priority projects, using specific numeric sizing criteria based on volume and flow rate. Implementation of these stormwater measures will reduce the amount of stormwater runoff that is ultimately discharged to the City's storm drain system and to Lake Elsinore and the Murrieta Creek. Projects that are subject to the hydromodification requirements of the MS4 permit must demonstrate post-project runoff conditions (flow rates and durations) do not exceed pre-development runoff conditions by more than 10 percent. For projects that create less than 10,000 square feet of impervious surface or

replace less than 5,000 square feet of impervious surface, the City requires a water quality checklist for these "Other Development Projects" which includes site design and source control BMPs.

Projects that meet the MS4 regulatory criteria would need to demonstrate that the regulatory requirements for the sizing and temporary on-site retention of stormwater runoff have been met by submitting a WQMP report to the City for review and approval prior to the issuance of grading permits. This would minimize the amount of stormwater runoff from new development and redevelopment sites within the City. Also, as part of the permitting process, future development would be required to pay drainage fees and development impact fees, pursuant to Wildomar Municipal Codes 33.44.040 and 16.32.040, which are designed to mitigate the impacts of stormwater that is discharged to local drainage facilities under the jurisdiction of RCFCWCD and the City of Wildomar. The fees are used to evaluate and maintain the storm drain system, implement flood control improvements, respond to flooding issues, and restore creeks and habitat.

In addition, new development and redevelopment within the City would not create substantial additional sources of polluted runoff. During the construction phase, projects would be required to prepare SWPPPs (for projects disturbing one acre or more) and the City's Construction Runoff Management Plan (for projects disturbing less than one acre), thus limiting the discharge of pollutants from the site. During operation, projects must implement BMPs and LID measures through WQMPs that minimize the amount of stormwater runoff and associated pollutants.

With implementation of these provisions for new development and redevelopment projects, the proposed project would not result in significant increases in runoff that would exceed the capacity of existing or planned storm drain facilities, and the impact is less than significant.

Redirecting Flood Flows

Since new development projects are required to comply with the MS4 Permit and retain stormwater on-site via the use of bioretention facilities or other stormwater treatment measures, any flood flows would also be retained temporarily on-site, which would minimize the potential for flooding impacts. Impact 5.10-4, of the DEIR, discusses the potential for impeding or redirecting flood flows with development in areas within the 100-year floodplain. Impacts related to impeding or redirecting flood flows would be less than significant.

With compliance with the MS4 permit, the City's stormwater requirements, and Proposed General Plan goals and policies, such as Policy CI-8.2, which implements the City's Master Drainage Plan projects to improve stormwater runoff and flood control, potential future development under the proposed project would not result in substantial erosion or siltation and would not substantially increase the rate of surface runoff which would result in flooding, impede or redirect flood flows, or exceed the capacity of the drainage system. Impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to erosion, siltation, flooding, stormwater drainages, and redirect flood flows. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.10-4: The proposed project would not, in a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation. [Threshold HYD-4]

Pollutant Release in Flood Hazard Zones

Buildout pursuant to the Proposed General Plan could involve development of some projects in FEMA 100-year flood zones (see Figure 5.10-3 of the DEIR). Future development within the 100-year flood zones would be subject to the floodplain requirements in Wildomar Municipal Code Chapter 15.96, Flood Hazard Area Regulations, and Chapter 16.32, Flood Control and Drainage, which require new construction to be built above the base flood elevation or be designed to mitigate flooding impacts. Prior to the start of construction or development within a Special Flood Hazard Area (*i.e.,* 100-year floodplain), the City requires project applicants to obtain a permit from the City and construct new development in accordance with the standards in Wildomar Municipal Code Title 15, Buildings and Construction. In general, the standards of construction include provisions for flood risk reduction, including anchoring and flood-resistant materials and construction methods, with the lowest floors elevated at or one foot above the base flood elevation. The City does not allow for structures to be built within floodways, *i.e.*, the drainage area necessary for a 100-year floodplain. Compliance with FEMA's National Flood Insurance Program requirements and Wildomar Municipal Code requirements would reduce potential flood hazards and ensure that pollutants are not released during flood inundation.

Additionally, the City of Wildomar LHMP includes hazard mitigation actions to help reduce the risk of damage or injury from floods. These actions include continued implementation of floodplain management measures, incorporation of FEMA guidelines into the planning process, and the assessment and mitigation of urban drainage flooding.

Pollutant Release in Dam Inundation Zones

As shown in Figure 5.10-4, *Dam Inundation Zones*, of the DEIR, areas of Wildomar are within the inundation zones for the Diamond Valley Lake East Dam. The probability of dam failure is very low, and Wildomar and Riverside County have never been impacted by a major dam failure. In addition, dam owners are required to maintain emergency action plans (EAPs) that include procedures for damage assessment and emergency warnings. An EAP identifies potential emergency conditions at a dam and specifies preplanned actions to help minimize property damage and loss of life should those conditions occur. EAPs contain procedures and information that instruct dam owners to issue early warning and notification messages to downstream emergency management authorities, such as the City's Emergency Services Department. Because the likelihood of catastrophic dam failure is very low, impacts related to the release of pollutants due to dam inundation are considered less than significant.

Pollutant Release from Tsunamis and Seiches

Wildomar is approximately 22 miles from the Pacific Ocean and is not within any mapped tsunami inundation zone. Therefore, there is no potential for the release of pollutants due to a tsunami.

There are no large water bodies within the City that preclude the possibility of seiches. Although seiches could theoretically occur at Lake Elsinore, the wave heights are usually one foot or less and lakes or

reservoirs are typically designed with a freeboard height of at least three feet. In addition, the City of Wildomar is at a higher elevation than Lake Elsinore and in the event of a seiche, water would not flow toward the City. Aboveground water storage tanks within the City could experience a seiche associated with a large earthquake. However, the tanks are constructed to withstand seismic events and would not result in failure that would cause significant flooding or the release of pollutants.

The Proposed General Plan policies would serve to minimize potential adverse impacts related to erosion, flood flows, and storm drain capacity, which in turn would address the potential for flooding, dam inundation, and seiches. Additionally, Chapter 15.96 of the Wildomar Municipal Code regulates development in flood hazard areas to protect public health and safety. In conjunction with the implementation of the City's floodplain management requirements, and activation of the County's emergency response system in the case of a dam failure, the potential impact that there would be a release of pollutants from flooding, dam inundation, or seiches would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to flooding, dam inundation, and seiche hazards. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.10-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. [Threshold HYD-5]

Adherence to the State CGP, the Wildomar Municipal Code, the Regional MS4 Permit, and the City's JRMP would ensure that surface and groundwater quality are not adversely impacted during construction and operation of future development. As a result, site development would not obstruct or conflict with the implementation of the San Diego RWQCB's Basin Plan or the Santa Ana RWQCB's Basin Plan.

The majority of the City's potable water supply is provided by EVMWD, which is mostly imported surface water purchased from the Metropolitan Water District. The City supplements its surface water supplies with groundwater, which accounts for about 22 percent of its total water demand. The City's groundwater supplies are from the Elsinore Valley Groundwater Subbasin, which has been designated by DWR as a medium priority basin and is not in critical overdraft. EVMWD is the GSA for the subbasin and prepared a GSP that was approved by DWR in October 2023.

With buildout of the Proposed General Plan, the City anticipates an increase in the groundwater pumping rate of approximately 1,020 AFY. When added to the existing groundwater pumping rate of 4,070 AFY, the future groundwater demand is less than the sustainable yield in the GSP of 6,500 AFY for the Elsinore Management Area. A pumping rate increase of up to 1,020 AFY is not anticipated to exceed the groundwater subbasin's sustainable yield. In addition, the GSP contains future projects that will ensure the sustainability of the groundwater subbasin, including aquifer recharge, stormwater capture and recharge, and aquifer storage and recovery. Therefore, the Proposed General Plan would not obstruct or conflict with a groundwater management plan.

With adherence to the Proposed General Plan policies—such as Policy LU-7.1, which requires new development to minimize alteration of natural landforms and incorporate natural drainage systems—and continued compliance with State and City regulatory requirements, the proposed project would not obstruct or conflict with a water quality control plan or groundwater management plan, and impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to conflicting with a water quality control plan or sustainable groundwater management plan. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

10. Land Use Planning

Impact 5.11-1: Project implementation would not divide an established community. [Threshold LU-1]

Division of an established community commonly occurs because of development and construction of physical features that constitute a barrier to easy and frequent travel between two or more constituent parts of a community. In Wildomar, the I-15 is a physical barrier that splits the City in half. Other barriers in the City may include incomplete trails, cul-de-sacs, or noise walls in an existing neighborhood that all require use of an automobile to get around.

The design direction for the Proposed General Plan is to improve access and mobility for existing and future residents by providing vehicular connections and non-motorized transportation options. The Proposed General Plan includes Policy LU-4.1, which aims to accommodate land use development in accordance with patterns and distribution of the Land Use Plan to reduce automobile dependence; Policy CI-1.8, which requires developments to incorporate short block spacing to enhance connectivity; and Policy CI-5.2, which calls for the coordination with adjacent jurisdictions for continuous connections.

The land use pattern, intensities, and densities under the proposed project would remain generally unchanged, and future development would occur in areas that are already planned for development. These areas are accessible by major roadways as well as existing and proposed transit and pedestrian networks.

Several policies of the Proposed General Plan would not only improve connectivity, but compatibility between existing and future development. A primary goal of the Proposed General Plan is to retain the City's current character, and several policies of the proposed project address consistency of new development with existing developments using materials, siting, and other design techniques. Policy RC-1.7 which calls for the pursuing the acquisition of public and private land, to provide adequate parkland as envisioned in the Parks Master Plan, and Policy OS-2.3 requires that siting for new development is compatible with existing land uses.

No aspect of the Proposed General Plan would divide the existing City. In addition, the Proposed General Plan includes provisions that directly address land use connectivity, compatibility, and encroachment of new development on existing neighborhoods and land uses. Therefore, the Proposed

General Plan would result in no impact regarding the division of an established community or land use compatibility issues.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to the division of an established community. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.11-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

Western Riverside County Multiple Species Habitat Conservation Plan

As demonstrated in Impact 5.4-4 of Section 5.4, *Biological Resources,* of the DEIR*,* the proposed project would not conflict with the MSHCP and would be required to comply with all applicable requirements, including the payment of the MSHCP Mitigation Fee, as codified in Chapter 3.42, MSHCP Mitigation Fee, of the Wildomar Municipal Code. Therefore, impacts would be less than significant.

Airport Compatibility Planning

Airport operations and their accompanying noise and safety hazards require careful land-use planning on adjacent and nearby lands to protect the residential and business uses of a community from the potential hazards that could be created by airport operations. Airport operations and their accompanying safety and noise hazards are discussed in Section 5.9, *Hazards and Hazardous Materials*, and Section 5.13, *Noise,* of the DEIR.

The nearest airport to the City of Wildomar is the Skylark Airport in the City of Lake Elsinore, located approximately 425 feet west of the Wildomar City limits. Because Skylark Airport is a private airstrip, it does not have an Airport Land Use Compatibility Plan. According to the Caltrans Department of Aeronautics' California Airport Land Use Planning Handbook, which is designed to provide guidance for conducting airport land use compatibility planning, private airstrips are not subject to the Handbook. As such, the responsibility for airport land use compatibility planning falls to the local government. Because the Skylark Airport is within the City of Lake Elsinore, all compatibility planning and safety issues fall solely on the City of Lake Elsinore. Therefore, implementation of the proposed project would not impact compatibility planning of the Skylark Airport. As such, impacts would not be significant.

SCAG Connect SoCal Consistency

The 2045 population projection for Wildomar in the RTP/SCS is 55,200, which is less than the projected population for the planning period buildout of the Proposed General Plan of 65,325 people. Because the proposed project may result in the City's population exceeding the 2045 population forecast for the City, this could be considered a conflict. However, the Proposed General Plan is both consistent with the goals of the RTP/SCS and would further State goals through emphasis on design

and reduction in VMT, as discussed in Table 5.11-1, *SCAG 2020-2045 RTP/SCS Goal Consistency Analysis,* of the DEIR. Therefore, impacts would be less than significant.

Consistency with City Land Use Plans and Regulations

The proposed project would require an update to the City's municipal code and zoning map. The City is responsible for ensuring that any outstanding zoning changes occur within a reasonable time after adoption of the Proposed General Plan. The land use designations, intensities, and densities in the City would largely remain as designated under the current General Plan, with additional revisions to the land use designation definitions to clarify the guidelines for clustering residences in the Rural Mountainous (RM) designation, indicate a maximum density in the Highest Density Residential (HHDR) designation, expand the allowed uses in the Light Industrial (LI) designation to allow for complimentary commercial uses, and to better define the existing Mixed Use Planning Area (MUPA) designation by creating two new distinct mixed-use designations referred to as Mixed Use Low (MUL) and Mixed Use High (MUH). The impacts of the land use changes are analyzed throughout the DEIR.

Following the amendments to the zoning code, if zoning and Proposed General Plan land use designations are not identical, the Proposed General Plan policies would be consulted for guidance in amending the Development Code for consistency with the updated General Plan during consideration of any development project. The update to the zoning code would follow this project and bring the code into consistency with the Proposed General Plan and would tier from this EIR. Once the Development Code is amended, there will be no inconsistencies between the Proposed General Plan and Development Code.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to conflicting with applicable land use plans. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

11. Noise

Impact 5.13-4: The proposed project would not expose residents and workers to airport-related noise. [Threshold N-3]

The Skylark Airport (publicly known as Skydive Elsinore) is a private airstrip with minimal air traffic located approximately 425 feet west of the City's western boundary. Air traffic is primarily delegated to the 25 aircrafts owned by Skydive Elsinore that are used to provide skydiving and gliding services to the community. Daily flights would therefore be scarce based on the demand for these services.

The nearest public airport, which is approximately 4.8 miles southeast of Wildomar, is the French Valley Airport in the City of Murrieta. The airport noise contours do not extend into Wildomar's boundaries, and airport noise would not significantly affect nearby sensitive receptors (*i.e.,* all residences in Wildomar's boundaries are outside of the 55 A-weighted decibel [dBA] day-night sound [L_{dn}] and 60 dBA L_{dn} noise contours).

Because the Proposed General Plan would not cause a direct increase in flights and all residences are outside of the 55 dBA L_{dn} and 60 dBA L_{dn} noise contours, impacts of airport-related noise on future residents and workers in the City would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to airport-related noise. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

12. Population and Housing

Impact 5.14-1: The proposed project would directly result in population growth in the project area. [Threshold P-1]

Table 5.14-7*, Comparison of 2045 SCAG and Proposed General Plan Buildout Projections,* of the DEIR shows the buildout projections in accordance with the Proposed General Plan buildout in comparison to the South California Association of Governments (SCAG) 2045 projections.

Population and Employment

The City currently has approximately 37,326 residents and 5,841 jobs. By the year 2045, there would be approximately 65,325 residents and 12,115 jobs, assuming all residents and employees are new to the City, which is an increase of 75 percent and 107 percent, respectively, compared to existing conditions.

The SCAG population and employment projections for Wildomar in 2045 are 55,200 residents and 11,200 jobs, respectively. The population and employment projections under the Proposed General Plan would be approximately 18 percent and 8 percent greater than the SCAG 2045 projections, respectively. The Regional Housing Needs Assessment (RHNA) associated with the statewide housing crisis has created an expectation that population projections for the region, and for the City, will need to change. Because of this, the SCAG Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) projections are out of sync with RHNA allocations, and do not reflect substantial growth projections forecasted for Wildomar. The current projections shown in Table 5.14-4, *City of Wildomar and Riverside County Employment Trends,* and Table 5.14-6, *SCAG Growth Projections for the City of Wildomar and Riverside County*, of the DEIR, do not reflect the RHNA and the approximately 65,325 new residents and 12,115 new jobs at buildout. While it is possible that some of the proposed residents and employees would be existing in the City, it is unlikely that all of them would be existing residents and employees from the City. While the proposed population and jobs would exceed SCAG estimates, the increase would not be a substantial unplanned growth in population; the City can accommodate the potential growth as described in the DEIR, and therefore, impacts would be less than significant.

Housing

There are currently 11,988 housing units in the City and at full buildout there would be 20,980 units, which is an increase of 75 percent from existing conditions. The estimated forecast for housing units

under the Proposed General Plan would exceed the 2045 SCAG projections (see Table 5.14-7, of the DEIR) by approximately 13 percent.

It should be noted that the State of California has a shortage of housing. In 2019, Governor Newsom signed several bills aimed at addressing the need for more housing, including the Housing Crisis Act of 2019 (Senate Bill 330). While the RTP/SCS may not forecast substantial growth, the RTP/SCS was prepared prior to Housing and Community Development Department (HCD)'s RHNA allocation to SCAG of 1.34 million units, which led SCAG to ultimately assign to the City of Wildomar a RHNA allocation for the 2021–2029 planning period of 2,715 units. This RHNA allocation is slightly larger than the City's previous RHNA allocation (2,535 units) and larger than the relatively flat growth forecast in the RTP/SCS, indicating that SCAG's RTP/SCS is out of sync with RHNA allocations and that both HCD and SCAG forecast substantial growth for Wildomar that is not yet reflected in the RTP/SCS.

The City adopted its Housing Element and obtained state certification in 2021, which includes several policies that support a variety of housing types and densities to accommodate the requirements of the RHNA. For example, Policy H-1 supports sufficient supply of multifamily and single-family zoned land; Policy H-3, Policy H-8, and Policy H-9 call for the development of affordable housing; and Policy H-11 encourages the development of housing for special needs groups. As indicated above, the increase would not result in a substantial unplanned growth in housing since SCAG's RTP/SCS is out of sync with the RHNA allocations. Additionally, with a statewide shortage in housing, the RHNA requirements, and City's RHNA allocation, there is a need for an increase in housing. Therefore, impacts would be less than significant.

Jobs-Housing Ratio

According to Table 5.14-7, of the DEIR, the 2045 SCAG jobs-housing ratio would be 0.60 and under the Proposed General Plan the jobs-housing ratio would be 0.58, which are both more than the City's existing ratio of 0.49. Thus, implementation of the proposed project would bring the City closer to the target ratio of 1.3 to 1.7 jobs per housing unit.

In general, the land uses identified in the Proposed General Plan provide opportunities for residents in the City of Wildomar to both live and work in the City rather than commuting to other areas. Additionally, the Economic Development Element identifies several policies aimed at supporting a resilient local economy and workforce housing for Wildomar residents. Therefore, while the buildout of the proposed project would directly and indirectly induce population growth, the jobs-housing ratio in the City would be improved after buildout allowed under the proposed project. Therefore, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to population growth. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.14-2: Project implementation would not result in displacing people and/or housing. [Threshold P-2]

The purpose of the Proposed General Plan is to provide orderly growth in the City through the distribution, location, balance, and extent of land uses. The Proposed General Plan introduces new land use designations—Mixed Use Low (MUL) and Mixed Use High (MUH)—which better define the existing Mixed Use Planning Area (MUPA) designation.

The proposed project would include a variety of housing types and provide additional residential opportunities within the City. Compliance with the City's Housing Element would facilitate the development of the various housing types by providing a supply of land that is adequate to accommodate the RHNA and maintain an inventory of housing opportunity sites. As part of the Housing Element, the City of Wildomar prepared a land inventory of adequate sites to show how the City could meet the requirements for the RHNA through appropriate zoning and development standards. Additionally, Government Code Section 66300(d)(2) requires that any project that would demolish residential units must create at least as many units as will be demolished.

As described in Chapter 5.11, *Land Use and Planning*, of the DEIR, the land use pattern, intensities, and densities under the proposed project would remain generally unchanged, and future development would occur in areas that are already planned for development. Moreover, the Housing Element provides policies that ensure sufficient housing supply, assist with homeownership, streamline the process of residential projects, increase affordable housing, and establish a rehabilitation program, such as Policies H-1, H-4, H-7, H-9, and H-14. Therefore, the Proposed General Plan would not displace any people and would provide more housing opportunities than currently exist, and there would be no impact.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to the displacement of people and housing. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

13. Public Services

Impact 5.15-1: The proposed project would introduce new structures, residents, and workers into the Wildomar Fire Department service boundaries, thereby increasing the requirement for fire protection facilities and personnel. [Threshold FP-1]

Increased demands for fire protection and emergency medical services result from increases in the number of people who reside, work, and recreate in Wildomar. The Proposed General Plan anticipates that the City's population would increase by approximately 27,999 residents over the next 20 years. As a result, additional staff and equipment would be required to maintain or achieve desired response times. It is likely that new or expanded facilities would be required, which could include new fire stations.

Based on the current response time metric, the Wildomar Fire Department (WFD) determined that the City is at the cusp of its response time standard and would require additional improvements to meet future growth. WFD stated that the current covered apparatus meets calls for service standard; however, within the next five years, the WFD anticipates acquiring land for two future fire stations to provide appropriate service levels. The WFD recommends a thorough study of service area coverage and population density to identify service gaps.

WFD also stated that the northeastern portion of the City would require a cost mitigation agreement for Menifee Fire Station #68 to offset impacts of future development from the proposed project. In addition, the WFD is in the process of transitioning into a 56-hour work week, which will require an increase in staffing of one Fire Apparatus Engineer and one Firefighter II.

WFD indicated that to support future development envisioned under the proposed project it would need two additional stations, two fire engines and two medic squads, and a study to determine fire ladder truck coverage needs.

Project-specific details about the future fire facilities are unknown at the time of preparation of this EIR. Prior to the development of these facilities, an environmental analysis would be conducted to ensure impacts of development are reduced. As future growth in the City occurs, payment of development impact fees, as well as the City's General Fund and Measure AA, would be available to fund the construction of fire facilities, land acquisition, staffing, and equipment.

The adoption of the Proposed General Plan would not in itself create a need for new or altered facilities. All development in the City that results from the implementation of the proposed project would be reviewed by the WFD for compliance with applicable provisions of the California fire and residential codes and the WFD's standards. This would ensure that all future development would benefit from the most current fire prevention and safety standards, which would be expected to help keep service demands within the projected year-over-year increases.

In addition, the Proposed General Plan contains policies that aim to provide adequate fire protection and emergency medical response services to serve existing and new development, such as Policy RC-4.7, which aims to provide effective fire and emergency medical services through collaborating with CAL FIRE and Riverside County Sheriff's Department, and Policy LU-12.3, which requires new projects to either contribute their fair share to fund facilities or to construct such facilities. As such, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to fire protection facilities. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.15-2: The proposed project would introduce new structures, residents, and workers into the Wildomar Police Department service boundaries, thereby increasing the requirement for police protection facilities and personnel. [Threshold PP-1]

Implementation of the Proposed General Plan could result in the addition of approximately 27,999 residents. The Wildomar Police Department (WPD) indicated that the existing resources (facilities, personnel, and equipment) are adequate to serve the City under current conditions. However, the proposed buildout would double current needs to serve future development under the Proposed General Plan.

The increase in demand for police services would be met through the hiring of additional staff, as needed, which would be funded through existing funding mechanisms, such as the City's General Fund revenue, grant funding, development impact fees, and Measure AA. There are no current plans to construct additional police facilities.

As new development occurs, new or expanded police facilities may be needed to support the associated population growth. Project-specific details about future police facilities, if needed, are unknown at this time. Prior to the development of these facilities, an environmental analysis would be conducted to ensure impacts of development are reduced. As future growth in the City occurs, payment of development impact fees, as well as the City's General Fund and Measure AA, would be available to fund the construction of police facilities, land acquisition, staffing, and equipment. The adoption of the Proposed General Plan would not in itself create a need for new or altered facilities.

Additionally, several policies included in the Proposed General Plan would strive to ensure that adequate service levels are maintained, such as Policy RC-4.7, which aims to provide effective fire and emergency medical services through collaborating with CAL FIRE and Riverside County Sheriff's Department, and Policy LU-12.3, which requires new projects to either contribute their fair share to fund facilities or to construct such facilities. As such, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to police protection facilities. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.15-3: The proposed project would generate approximately 3,566 new students which would impact the school enrollment capacities at the LEUSD. [Threshold SS-1]

Implementation of the Proposed General Plan would result in an increase of 27,999 residents and 8,992 dwelling units compared to existing conditions. The increase in students would result in a higher demand for school services. The following analysis assumes a conservative approach.

Lake Elsinore Unified School District (LEUSD) indicated that there are no current plans to construct additional LEUSD schools within the City. However, LEUSD stated that as residential development

continues to increase, LEUSD would need more classrooms at schools within Wildomar, and potentially new schools, within the next 5 to 10 years, to accommodate growth.

According to Table 3-1, *Proposed General Plan Buildout*, in Chapter 3, *Project Description*, of the DEIR, the Proposed General Plan would result in an increase of 8,992 dwelling units compared to existing conditions. Of the 8,992 dwelling units proposed, 2,268 dwelling units would be single-family units and 6,724 dwelling units would be multifamily units. Therefore, based on LEUSD's established student generation rates shown in Table 5.15-3, *LEUSD Student Generation Rates*, of the DEIR, implementation of the Proposed General Plan would result in approximately 3,566 students. LEUSD requested that the City stay in close communication with LEUSD and consider the possibility of partnering with LEUSD to secure property and funding to construct facilities appropriate to serve the expected growth.

As new development occurs, new or expanded school facilities may be needed to support the associated population growth. Project-specific details about future school facilities, if needed, are unknown at this time. Prior to the development of these facilities, an environmental analysis would be conducted to ensure impacts of development are reduced. The adoption of the Proposed General Plan would not in itself create a need for new or altered facilities.

Additionally, existing regulations such as California Government Code Sections 65995(h) and 65996(b) provide mitigation for impacts to school facilities. Such mitigation measures include fees, charges, or requirements levied against construction, pursuant to Section 17620 of the Education Code. Furthermore, the Proposed General Plan contains a number of policies that provide for adequate public school facilities to meet future demand, such as Policy RC-4.6, which aims to maintain effective educational programs by partnering with LEUSD, and Policy LU-12.3, which requires new projects to either contribute their fair share to fund facilities or to construct such facilities.

While existing school facilities may not be adequate to accommodate all future students as envisioned under the proposed project, the increased demands for additional school facilities would be accommodated through the payment of LEUSD's Residential and Commercial/Industrial Development School Fees. Additionally, the City provides a Notice of Impact Mitigation Requirements to an applicant for a building permit, who then works with the LEUSD to determine the precise amount of the fee. Once the fee has been paid in full, LEUSD prepares and provides a certificate to the City demonstrating payment of the fee. As required by AB 2926, this certificate allows the City to issue a building permit.

Pursuant to California Government Code Section 65995(h), payment of the impact fees fully mitigates impacts to schools. Although the increased demand for school facilities may occur under the proposed project, and would be a significant impact, payment of impact fees in compliance with SB 50 would reduce potential school impacts to a less than significant level.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to school facilities. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.15-4: The proposed project would result in the need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objective. [Threshold LS-1]

The Proposed General Plan would result in an increase of 27,999 residents, compared to existing conditions, and, therefore, library usage in Wildomar would likely also increase. The Wildomar Library indicated that the current library space and resources are not adequate for the existing population within its service area. The Wildomar Library stated that since the American Library Association no longer sets standards for library space and collection size, community needs for service functions are matched by comparing similar facilities which guide equipment and future technology needs.

Based on the Proposed General Plan buildout, the Wildomar Library would need an additional 20,000 square feet of building space, 45,000 items for their collection, 16 staff members with three full-time staff, 23 internet-capable computers, two Advanced Workstation in Education (AWE) stations for children's computers, a printing station, study rooms for parent/child and teen, a larger program room, Friends Bookstore/work area, staff workroom, storage space, and makerspace.

The Wildomar Library has expanded its digital solutions to accommodate the current population but in-person facilities are needed to accommodate those who prefer personal contact, book browsing, and live support.

As new development occurs, new or expanded library facilities may be needed to support the associated population growth. Project-specific details about future library facilities, if needed, are unknown at this time. Prior to the development of these facilities, an environmental analysis would be conducted to ensure impacts of development are reduced. The adoption of the Proposed General Plan would not in itself create a need for new or altered facilities.

The Proposed General Plan includes policies that seek to ensure that adequate services and facilities are funded to meet increasing demand, such as Policy RC-4.4, which aims to provide high-quality library resources by collaborating with Riverside County, and Policy LU-12.3, which requires new projects to either contribute their fair share to fund facilities or to construct such facilities. As such, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to library facilities. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

14. Recreation

Impact 5.16-1: The proposed project would generate additional residents that would increase the use of existing park and recreational facilities. [Threshold R-1]

The City's park standard is three acres per 1,000 residents, as indicated in Section 16.20.020, Park and Recreation Fees and Dedications, of the Wildomar Municipal Code. With an existing population of 37,326 residents, the parkland requirement at three acres per 1,000 residents would be approximately

112 acres. With a buildout population of 65,325 residents, the City would need 196 acres of parkland. While there would be a deficiency of approximately 154.3 acres of parkland at buildout, there are joint-use facilities, multi-use and equestrian trails, conserved lands (65 acres), and natural open space in and adjacent to the City, including Cleveland National Forest (460,000 acres).

Moreover, new development would be required to pay development impact fees and/or dedicate parkland or pay an in-lieu fee. The availability of new facilities would prevent the accelerated physical deterioration of existing facilities. Additionally, as indicated in the City's Parks Master Plan, there are plans to expand and construct additional parks in the City. This process would ensure that the park deficiency would not get worse as development occurs.

The Proposed General Plan includes policies that support the provision of parks in the City, such as Policy LU-13.2, which calls for the incorporation of open space and recreational amenities in areas of new development, Policy RC-1.4, which aims to seek opportunities to develop parks in neighborhoods with the highest unmet need, and Policy RC-1.7, which calls for the acquisition of public and private land to provide adequate parkland.

With the implementation of the Proposed General Plan policies, as well as the provision of existing and proposed parks, joint-use facilities, trails, conserved land, and open space land, impacts to existing parks and recreational facilities would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to the use of park and recreational facilities. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.16-2: Implementation of the Proposed General Plan would not result in environmental impacts associated with new and/or expanded recreational facilities. [Threshold R-2]

The Proposed General Plan guides growth and development within the City and is not a development project. As the population of the City grows, recreational facilities may be developed and/or improved to provide residents with additional recreational opportunities and to adhere to the City's parkland standard of three acres per 1,000 residents. Parks are also a permitted use under other land use designations (*e.g.*, residential land uses), which could result in the development of recreational facilities outside of park-designated parcels.

Development and operation of new or expanded recreational facilities may have an adverse physical effect on the environment, including impacts related to air quality, biological resources, lighting, noise, and traffic. As the DEIR assumes construction would occur on all areas designated for development, the physical environmental impacts associated with the construction and/or expansions of existing park facilities in accordance with the proposed land use plan are addressed throughout the DEIR. Similarly, potentially adverse impacts to the environment may result from the expansion of recreational facilities and multiuse trails pursuant to buildout of the proposed project are also addressed throughout the DEIR. Subsequent environmental review for individual recreational developments would also be required. Consequently, impacts from the Proposed General Plan relating to new and/or expanded

recreational facilities would not result in additional impacts other than those disclosed in the DEIR. Impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to new and/or expanded recreational facilities. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

15. Transportation

Impact 5.17-1: The proposed project would be consistent with adopted programs, plans, and policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

The Proposed General Plan proposes enhancements to the multimodal transportation and roadway networks, as shown on Figure 5.17-6, *Proposed Pedestrian Routes,* Figure 5.17-7, *Proposed Bicycle Network,* Figure 5.17-8, *Proposed Multi-Use Trails,* and Figure 5.17-9, *Proposed Roadway Network,* of the DEIR. Additionally, the proposed project includes multiple policies aimed at ensuring adequate roadway design and providing multimodal facilities, such as Policy CI-1.1, which calls for planning, designing, operating, and maintaining City streets to provide for all types of transportation; Policy CI-1.5, which calls for the use of traffic calming tools to implement Complete Streets principles and reduce vehicular speed; Policy CI-1.8, which requires developments to incorporate short block spacing and a street grid network to enhance connectivity, when feasible; Policy CI-2.4 and Policy CI-2.5, which call for the implementation of pedestrian routes and improvement of pedestrian crossing safety; Policy CI-3.1, which calls for the improvement and connectivity of the bicycle network; Policy CI-4.1, which calls for working with regional partners to ensure adequate transit service is provided consistent with future growth; and Policy CI-5.1, which calls for the implementation of planned roadway networks through new development and redevelopment. With implementation of these policies, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Therefore, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to adopted programs, plans, and policies addressing the circulation system. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.17-3: The proposed project would not result in a substantial increase in hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or result in inadequate emergency access. [Thresholds T-3 and T-4]

Buildout of the proposed project would involve the alteration, intensification, and redistribution of land uses in the City. The Proposed General Plan includes circulation network improvements that would be subject to the review and future consideration of the City's Public Works Department, and would include an evaluation of the roadway alignments, intersection geometrics, and traffic control

features. Roadway improvements would have to be made in accordance with the City's circulation plan and roadway design guidelines and meet design guidelines of the California Manual of Uniform Traffic Control Devices.

All future development under the proposed project would undergo extensive review at the City to ensure consistency with the City's development standards and roadway design standards. Ingress and egress for future projects would be reviewed by the City as well as the CAL FIRE/Riverside County Fire Department to ensure there is sufficient emergency access provided at the site as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code.

Additionally, the proposed project includes policies to improve safety for all roadway users, such as Policy CI-1.5, which calls for the use of traffic calming tools to assist with implementing Complete Streets principles and reduce vehicular speeds, Policy CI-1.6, which calls for regularly monitoring and evaluating Citywide safety and usage trends for all travel modes, Policy CI-2.5 and Policy CI-2.6, which call for improving pedestrian crossing safety and enhancing pedestrian visibility, Policy CI-3.7, which calls for enhancing bicycle intersection crossing efficiency and safety through intersection design considerations, and Policy CI-5.7, which calls for evaluating the need to designate additional roads or amend existing designations to help enhance vehicle circulation and reduce congestion. As such, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hazards due to a geometric design feature or inadequate emergency access. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

16. Utilities and Service Systems

Impact 5.19-1: The proposed project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects. [Threshold U-1]

Buildout of the Proposed General Plan would result in an increase in wastewater generation with the addition of 8,992 dwelling units and 2,965,538 square feet of non-residential land use. However, future demands from the increased population and land use changes from implementation of the Proposed General Plan would not exceed the permitted capacity of the EVMWD Water Reclamation Facility (WRF) that serves the City. For areas within the City, wastewater generated by the Proposed General Plan would be collected by the EVMWD sewer system and conveyed to the Regional WRF. In addition, wastewater from the City of Lake Elsinore and other nearby communities are treated at the Regional WRF and served by the EVMWD sewer collection system. A small portion of the southern area of Wildomar is served by the Rancho California Water District (RCWD)'s Santa Rosa WRF. New residences and construction in areas of Wildomar that are zoned rural mountainous and are far from a connecting sewer collection system would be served by private septic systems and would require permitting by the Riverside County Department of Environmental Health and the City of Wildomar.

The estimated amount of additional wastewater generated by the Proposed General Plan is shown in Table 5.19-1, *Wastewater Demand Increase: Proposed Project,* of the DEIR. The wastewater generation numbers are conservative because they do not account for the water conservation measures that new construction would be required to implement with compliance to the CALGreen Building Code and the fact that some areas of Wildomar would be on private septic systems and not connected to the wastewater collection system. These wastewater generation numbers are also conservative because the Farm community area of Wildomar has its own sewer collection and treatment system.

The increase in wastewater demand with buildout of the Proposed General Plan is estimated to be approximately 2.1 mgd. According to the Sewer Master Plan, EVMWD projected 10.8 million gallons per day (mgd) of wastewater in 2020 for their entire service area. As the population of Wildomar is approximately 23 percent of the total population of the EVMWD service area, approximately 2.5 mgd of existing wastewater can be attributed to Wildomar (*i.e.,* 23 percent of 10.8 mgd). When the 2.1 mgd of wastewater demand from project buildout is combined with the existing average daily flow of 2.5 mgd for the City, the total amount of wastewater generated by the City in 2045 is estimated to be 4.5 mgd.

The existing average daily flows to the Regional WRF is 6.0 mgd and to the Santa Rosa WRF is 0.8 mgd from EVMWD's service area. The Regional WRF has a permitted capacity for an average daily flow of 8 mgd but is being upgraded to 12 mgd by 2026, and the Santa Rosa WRF has a permitted capacity of 5 mgd. Therefore, the residual capacity for the Regional WRF in 2045 would be 6 mgd, which is greater than the additional 2.1 mgd of wastewater that would be generated from buildout of the Proposed General Plan. Additionally, the Santa Rosa WRF currently treats on average 0.8 mgd of wastewater from Wildomar in the southern part of EVMWD's service area, and in total treats an average daily flow of approximately 2.9 mgd for its service area. Therefore, the Santa Rosa WRF has a residual capacity of 2.1 mgd, which would accommodate any future growth in the southern portion of Wildomar. Lastly, wastewater flows from smaller portions of the EVMWD service area outside of Wildomar would continue to be to its two other WRFs (Horsethief Canyon WRF and Railroad Canyon WRF) and not contribute to the treated capacity for the Regional WRF and Santa Rosa WRF. As the Regional WRF and Santa Rosa WRF each have adequate capacity for future growth in their service areas, the EVMWD and RCWD would be able to accommodate future wastewater flows from Wildomar and the other cities and communities in the area.

EVMWD imposes sewer connection fees on new development to recover a proportionate share of costs for expanding wastewater collection services and upgrades to the WRFs. Implementation of the Proposed General Plan would not require the construction or expansion of the Regional WRF, Santa Rosa WRF or sewer collection system beyond what is already planned or under construction. Adherence to the City's Municipal Code requirements in Chapter 8.96, Sewage Discharges, and Chapter 13.04, Sewer System Service, as well as the Proposed General Plan policies, such as Policy LU-2.1, which would ensure adequate service provision for new development, would reduce wastewater generation rates over time, and therefore impacts associated with the sewer collection and treatment systems would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to the wastewater treatment facilities. Accordingly, no changes or alterations to the

proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.19-2: The wastewater treatment provider would have adequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments. [Threshold U-3]

The Regional WRF, which serves the majority of the City, is currently permitted to treat up to 8 mgd, and upon completion of the expansion project, scheduled for completion in 2026, would be able to treat up to 12 mgd. The residual capacity for the Regional WRF at project buildout would be 6 mgd. The increase in wastewater demand from 2020 to 2045 is estimated to be 2.1 mgd, as shown in Table 5.19-1, of the DEIR, which would result in an estimated total amount of wastewater discharged from the City of 4.5 mgd in 2045. The Santa Rosa WRF would continue to serve the southern portion of the City, south of Clinton Keith Road, which has an additional average daily capacity of 5 mgd for its entire service area and a residual capacity of approximately 2.1 mgd. Wildomar currently discharges on average 0.8 mgd to the Santa Rosa WRF.

New development from implementation of the Proposed General Plan would be required to comply with the latest CALGreen and California Plumbing codes and implement active and passive water conservation measures. This would reduce wastewater discharge rates below what was calculated in Table 5.19-1, of the DEIR. Furthermore, potential future development pursuant to the Proposed General Plan would undergo City review and be required to comply with the Proposed General Plan policies, such as Policy LU-3.2, which would ensure adequate provision of public services.

With continued compliance with applicable regulations, wastewater generated by the Proposed General Plan would not exceed the capacity of the Regional WRF or Santa Rosa WRF once the expansion project is completed. Also, the Proposed General Plan policies would ensure that potential future development would minimize impacts to wastewater collection and treatment capacity. For example, Policy CI-8.1, ensures sewer services meet resident needs reliably and support the City's growth through collaboration between the City and EVMWD. Therefore, implementation of the Proposed General Plan would not result in a determination by the wastewater treatment providers that there is insufficient capacity to serve the City's future wastewater demands in addition to the demands of existing and future development within the wastewater providers service areas. Therefore, the impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to adequate wastewater treatment capacity. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.19-3: The proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple-dry years. [Threshold U-2]

Buildout of the Proposed General Plan would result in an increase in water demand with the addition of 8,992 dwelling units and 2,965,538 new square feet of non-residential land use. The projected increase in water demand for the Proposed General Plan is provided in Table 5.19-4, *Water Demand Increase: Proposed Project,* of the DEIR.

The increase in water demand with buildout of the Proposed General Plan is estimated to be approximately 4.1 mgd or 4,627 afy. According to the Water Master Plan, EVMWD provided 23,653 afy in 2020 for their entire service area. As the current population of Wildomar is approximately 23 percent of the total population of the EVMWD's service area, then approximately 5,384 afy of the existing water demand can be attributed to customers in Wildomar. Therefore, the estimated total water demand from the City in 2045 with the Proposed General Plan buildout is estimated to be 10,011 afy (existing demand of 5,384 afy plus additional demand of 4,626 afy).

The total projected water demand in 2045 for the EVMWD service area is estimated to be 40,170 afy. When compared to the total water demand for the Proposed General Plan, the City at full buildout would account for approximately 25 percent of the EVMWD's projected demand for 2045. This growth in population and future water demand is in alignment with projected population growth from the SCAG for the City as compared to other cities in the EVMWD service area. For instance, SCAG projects the population of Wildomar to increase by 56 percent between 2016 and 2045, whereas Canyon Lake and Murrieta are projected to only increase by 6 percent and 12 percent, respectively.

Additionally, new construction would be required to comply with the water efficient requirements of CALGreen, California Plumbing Code, and the City's MWELO. New construction for both residential and commercial land uses typically achieve a reduction in water usage rates of 20 percent through compliance with these regulations.

As documented in Table 5.19-2, *EVMWD Supply and Demand Comparison,* and Table 5.19-3, *EVMWD Multiple Dry Year Supply and Demand Comparison*, of the DEIR, EVMWD can meet all customers' demands during normal year, single dry year, and multiple dry year conditions with excess water available. In addition, EVMWD will continue to implement and expand its water conservation program, which includes water efficiency rebates to residential and commercial customers, water waste prevention ordinances, conservation pricing, and public education and outreach.

Furthermore, future development pursuant to the Proposed General Plan would be required to comply with the Proposed General Plan policies. For example, Policy OS-3.1, would lead to water conservation and protection of water supply through the City's collaboration and assistance for EVMWD's UWMP updates. Also, new development would be required to implement the water efficient requirements specified in the CALGreen and California Plumbing Codes and the MWELO requirements for water efficient landscaping. Future projects under the Proposed General Plan that meet the criteria under California Water Code Section 10912 would be required to prepare a WSA that demonstrates that project water demands would not exceed water supplies. In addition, residential, commercial, and

industrial water usage can be expected to decrease in the future as a result of the implementation of the 2018 Water Conservation Legislation that sets new standards for indoor and outdoor residential water use, commercial water use for landscape irrigation with dedicated meters, and water loss standards. Therefore, impacts to water supplies would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to sufficient water supplies. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.19-4: The proposed project would not require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects. [Threshold U-1]

EVMWD has sufficient water supplies available under normal, single-dry, and multi-dry year conditions. In the event that EVMWD projects their future demand could exceed supplies, EVMWD would implement their Water Shortage Contingency Plan (WSCP) which provides water conservation procedures as a result of a drought or supply interruption. Additionally, the total projected water demand of 10,011 afy for the City of Wildomar in 2045 is approximately 25 percent the total projected water demand for the EVMWD service population in 2045 of 40,170 afy. Therefore, the Proposed General Plan would not significantly impact water supplies.

Future development from implementation of the Proposed General Plan could result in new and expanded water infrastructure. However, EVMWD plans to expand and upgrade their distribution systems to accommodate potential future development, which are addressed throughout their Capital Improvement Program (CIP) as described with each revision of their Water Master Plan. Planned improvements include continued groundwater well replacement and rehabilitation, increasing the imported water capacity in the Mills Gravity Pipeline, and the replacement of 5,100 linear feet of an existing water main between the Tomlin 1 Pump Station and the Tomlin 1 Reservoir. Currently, EVMWD purchases the majority of its water supply from Metropolitan Water District of Southern California (MWD), with less than 10 percent received from the Canyon Lake Water Treatment Plant. Because EVMWD's 2045 water supply is projected to meet the water demand with implementation of the Proposed General Plan, the proposed project would not require the expansion of capacity or relocation of the Canyon Lake Water Treatment Plant, and impacts would be less than significant. In addition, each future development under the Proposed General Plan would be required to demonstrate the availability of water to serve the development in the form of will-serve letters from the water purveyors or for larger projects, preparation of a Water Supply Assessment (WSA) as required by Section 10910 of the California Water Code. Therefore, implementation of the Proposed General Plan would not result in the need to construct additional water supply or distribution systems, nor would it need to relocate existing water treatment facilities.

In summary, new construction or expansion of the water distribution system due to implementation of the Proposed General Plan would not significantly impact water treatment facilities or EVMWD's distribution system. EVMWD has capital improvement projects to monitor and upgrade its water distribution systems to accommodate future development, as described in its Water Master Plan.

Compliance with the City's requirements for new construction, water-efficient landscaping, and implementation of the Proposed General Plan policies, such as Policy OS-3.3, which encourages water serving fixtures in new development and advocate for the implementation of conservation strategies by water purveyors, and Policy OS-3.5, which supports EVMWD's efforts to expand the recycled water system in the City, would result in less-than-significant impacts with respect to the need for new and/or expanded water facilities.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to water facilities. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.19-5: The proposed project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects. [Threshold U-1]

New development and/or redevelopment as part of the Proposed General Plan would result in an increase in impervious surfaces, which in turn could result in an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause nuisance flooding in areas without adequate drainage facilities. The Regional MS4 permit defines priority development projects as projects that create 10,000 square feet or more of impervious surfaces or replace 5,000 square feet or more of impervious surface; these projects would be required to implement site design, source control, and stormwater treatment and runoff measures using specific numeric sizing criteria based on the volume and flow rate of stormwater that is generated by the project. Each priority development project must prepare a project-specific WQMP, which undergoes review by City Public Works/Engineering Department personnel to ensure that the MS4 regulatory requirements for temporary on-site stormwater runoff retention have been met. Project-specific WQMPs would include BMPs to reduce stormwater impacts; such BMPs may include, but are not limited to, bioretention basins, permeable pavement, and infiltration trenches. Also, the City's Community Development Department would apply conditions of approval to each project to ensure that the requirements of the MS4 permit have been met. Compliance with the MS4 permit and the City's WQMP program would minimize increases in the amount of stormwater runoff from future development in the City.

The MS4 permit and Riverside County LID BMP Handbooks require that all projects that generate runoff from an 85th percentile, 24-hour storm event must treat stormwater onsite. Priority development projects must also adhere to the hydromodification requirements of the MS4 permit and demonstrate that post-construction runoff flow rates and durations do not exceed pre-development conditions by more than 10 percent. This would minimize the amount of stormwater runoff from new development and redevelopment sites within the City.

Also, as part of the permitting process, future development would be required to pay fees to the City and the Riverside County Flood Control and Water Conservation District (RCFCWCD), pursuant to Wildomar Municipal Code Chapter 16.32, Flood Control and Drainage, which is designed to mitigate impacts of stormwater discharged to flood control channels and storm drains. Planned improvements to the City's storm drainage system are implemented through the CIP and the City's Master Drainage

Plan updates. The prioritized projects in the latest CIP involving stormwater infrastructure focus on updating the Master Drainage Plan, improvements to various storm drains to reduce flooding, and acquiring right-of-way to maintain natural conveyance for portion of Murrieta Creek/Wildomar Channel.

Compliance with the MS4 permit and the Proposed General Plan policies, such as Policy CI-8.2, which describes implementing projects identified in the City's Master Drainage Plan to manage storm runoff; implementation of BMPs and on-site stormwater control measures; and City requirements regarding the preparation and review of WQMPs would ensure that the implementation of the Proposed General Plan would not result in significant increases in runoff and would not contribute to the construction of new storm drain facilities or expansion of existing facilities that would cause significant environmental impacts. In addition, the City would continue to repair, rehabilitate, and upgrade the storm drain system through implementation of the CIP program. Therefore, impacts with respect to stormwater infrastructure would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to storm drainage facilities. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.19-6: The proposed project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. [Threshold U-4]

Under the Proposed General Plan, the population is anticipated to increase by 27,999 residents and 6,274 employees. As shown in Table 5.19-5, *Solid Waste Increase: Proposed Project*, of the DEIR, this level of growth would result in an increase in solid waste of approximately 138 tons per day, or 50,262 tons per year. These numbers are conservative because, with continued recycling and waste reduction programs implemented by the City and CR&R Environmental Services (CR&R), the waste generation rates would be reduced over time.

The increase of 138 tons per day with buildout of the proposed project, as shown in Table 5.19-5, of the DEIR, would be about 2.5 percent of the current residual capacity of 5,526 tons/day at El Sobrante Landfill. This estimate conservatively assumes that all of the generated waste is landfilled. In addition, approximately 20 percent of the solid waste from the City is transported to other landfills in Riverside County and southern California, and a portion of the waste generated in the City is diverted from landfill disposal through recycling and composting. Although the California Department of Resources Recycling and Recovery (CalRecycle) does not provide the recycling rate for Wildomar, California as a whole diverted 42 percent of total waste in 2020. As such, the Proposed General Plan would not generate solid waste in excess of the capacity of the landfills that serve the City.

With continued compliance with the applicable regulations, leading to increased recycling and waste diversion, and adherence to the Proposed General Plan policies, such as Policy OS-7.1, which supports recycling programs for residential and non-residential development to reduce the solid waste sent to landfills, anticipated rates of solid waste disposal from the Proposed General Plan would be less than

significant with respect to permitted landfill capacity. In addition, the City is below the CalRecycle target disposal rates of 4.8 pounds per day (ppd) for residents and 36.2 ppd for employees and meets the regulatory requirements of AB 939. Therefore, implementation of the Proposed General Plan would not generate solid waste in excess of State and local standards, or in excess of the capacity of the landfills, or otherwise impair the attainment of solid waste reduction goals, and the impact is less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to generating excess solid waste that would exceed landfill capacity. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.19-7: The proposed project would comply with federal, state, and local statutes and regulations related to solid waste. [Threshold U-5]

As discussed under Impact 5.19-6, CR&R and the City comply with all State requirements to reduce the volume of solid waste through recycling and organic waste diversion. The City's per capita disposal rates of 4.1 ppd per resident and 25.6 ppd per employee are below the CalRecycle targets of 4.8 ppd for residents and 36.2 ppd for employees. In addition, all potential future development would comply with Division 4.4, Material Conservation and Resource Efficiency, of the CALGreen Building Code, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

Potential future development would also comply with AB 341, which mandates recycling for commercial and multifamily residential land uses as well as schools and school districts. All jurisdictions in California are required to provide organic waste collection services to all residents and businesses, beginning in 2022 and in accordance with SB 1383. The City and CR&R currently comply with all applicable federal, State, and local solid waste regulations, and solid waste, recycling, and green waste collection services are available to all residents and commercial businesses in Wildomar. Therefore, the Proposed General Plan would comply with all current and future regulatory requirements, and impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to regulations pertaining to solid waste. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

17. Wildfire

Impact 5.20-3: The proposed project would require the installation and maintenance of associated infrastructure in areas that are undeveloped or vacant, which could exacerbate fire risk or result in temporary or ongoing impacts to the environment. [Threshold W-3]

Buildout of the Proposed General Plan would result in additional infrastructure, such as roadways, transmission lines, and other utilities, in underdeveloped and undeveloped areas of the City in order to

serve new development. Some of this new infrastructure would likely be constructed in the Very High Fire Hazard Severity Zones (FHSZs). To protect development in these areas from the risk of wildfire, the City requires adherence to a wide range of state and local codes, such as the California Fire Code, which provides minimum standards to increase the ability of a building to resist the intrusion of flames or embers from a vegetation fire and building with materials that meet performance standards; State Responsibility Area (SRA) and Very High FHSZ fire safe design requirements that include standards for setbacks and maintenance of defensible space and for secondary egress; California Public Utilities Commission requirements for managing vegetation around electrical transmission lines, and other standards and recommendations outlined in the City's Local Hazard Mitigation Plan and 2021-2029 Safety Element. Public Resources Code Section 4291 also requires vegetation around buildings or structures to maintain defensible space within 100 feet of a structure and an ember-resistant zone within 5 feet of a structure. Additionally, CAL FIRE SRA Fire Safe Regulations require parcels to provide a minimum 30-foot setback for all buildings from all property lines and/or the center of a road. As such, these requirements would reduce the potential for new roadways to exacerbate wildfire risks.

The California Public Utilities Commission requires maintenance of vegetation around power lines, strict wire-to-wire clearances, annual inspections of above-ground power lines, and the preparation of fire prevention plans for above-ground power lines in high fire-threat districts. These measures would reduce the wildfire risks associated with the installation and maintenance of power lines. Additionally, all utilities would be installed to meet service provider requirements and could be required to be undergrounded pursuant to Wildomar Municipal Code Section 13.16, Underground Utility Districts, and Safety Element Policy S-102, which requires the coordination with utility companies to minimize service interruptions.

Such infrastructure and maintenance activities would also be required to comply with the adopted State regulations, Wildomar Municipal Code standards, and the Wildomar Safety Element policies to mitigate the impact of infrastructure on the environment. Therefore, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to exacerbation of fire risk due to the installation and maintenance of infrastructure. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.20-4: The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. [Threshold W-4]

Wildfires can create favorable conditions for other hazards, such as flooding and landslides. Wildfires on steep slopes can burn the vegetation that stabilizes the slope and create hydrophobic conditions that prevent the ground from absorbing water. This can lead to landslides, debris flows, and flooding. A project would result in a significant impact if—due to slopes, drainage patterns, or post-fire slope instability—it would expose people or structures to significant risks from landslides, debris flows, or flooding.

As shown in Figure 3-0, Landslide Susceptibility, of the Wildomar Safety Element, the northern, eastern, and southwestern parts of the City are in high landslide susceptibility zones (also refer to Figure 5.7-3, *Areas With Landslide Susceptibility,* in Section 5.7, *Geology and Soils,* of the DEIR). According to the California Department of Conservation (CDC), the eastern portion of the City is located within a landslide zone. Landslides are most likely to occur during seasons of high precipitation and after fires. Future development in the City is required to comply with State and local regulations, such as the California Building Code, Wildomar Municipal Code, and the Wildomar Safety Element. For example, Section 1803 of the 2022 California Building Code requires that a geotechnical investigation must assess existing landslide susceptibility on a project site. Additionally, there are several policies in the Wildomar Safety Element that address development in landslide susceptibility areas, such as Policy S-11 through Policy S-14. These policies work to minimize the risk of landslides by regulating development in landslide susceptibility areas by requiring geotechnical investigations, site design to reduce landslides, slope stability mitigation, and slope stabilization practices, respectively.

According to Figure 5-0, Flood Hazard Zones, of the Wildomar Safety Element, the southwestern portion of the City includes 100-year and 500-year flood zones, which have a 1 percent and 0.2 percent chance of flooding in any given year, respectively (also refer to Figure 5.10-3, *FEMA Flood Zones,* in Section 5.10, *Hydrology and Water Quality,* of the DEIR). While there is a low chance of flooding in the majority of the City, Section 15.96, Flood Hazard Area Regulations, of the Wildomar Municipal Code, was adopted in pursuant to the National Flood Insurance Program to protect public health, safety, and welfare and minimize public and private costs caused by flooding by regulating development within flood hazard areas. Furthermore, Policy S-19 and Policy S-20 of the Wildomar Safety Element call for the City to disapprove new development within 100-year floodplains that cannot mitigate flood hazards and require development within 100-year storm flow zones to be floodproofed.

Future construction activities related to the proposed project would be subject to compliance with the California Building Code and California Fire Code, and would include landslide and flood hazard prevention best management practices. These may include but are not limited to covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern than slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding. All future development, regardless of the location, would be required to comply with adopted local, regional, and State plans and regulations addressing wildfire prevention, landslides, and floods, which would minimize risks of post-fire hazards. As such, compliance with these policies and regulatory requirements would ensure impacts from post-fire instability would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to exposing people or structures to post-fire hazards. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

C. Findings on Significant Environmental Impacts that can be reduced to a Less Than Significant Level

The following summary describes impacts of the proposed project that, without mitigation, would result in significant adverse impacts. Upon implementation of the mitigation measures provided in the Draft EIR, these impacts, from Chapter 5, would be considered less than significant.

1. Biological Resources

Impact 5.4-2: Implementation of the Proposed General Plan could impact sensitive natural communities, including wetlands and riparian habitat. [Thresholds B-2 and B-3]

Most of the wetlands that exist within the City limits can be categorized as freshwater emergent wetlands, freshwater forested/shrub wetlands, freshwater ponds, and riverine, as shown in Figure 5.4-5a through Figure 5.4-5o, of the DEIR. These features are commonly associated with streambeds, drainages, and channels (such as the Murrieta Creek), and have the potential to provide corridors that encourage the movement of wildlife and provide habitat for sensitive wildlife and plant species.

According to a California Natural Diversity Database (CNDDB) search, five sensitive natural vegetation communities were recorded within or near the City: Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, Southern Interior Basalt Flow Vernal Pool, Southern Sycamore Alder Riparian Woodland, and Valley Needlegrass Grassland.

The general vegetation communities and land cover types within the City include agricultural lands; chaparral; coastal sage scrub; grassland; meadows and marshes; riparian scrub, woodland, and forests; water; woodland and forests; and developed/disturbed areas (see Figure 5.4-4a through Figure 5.4-4o, of the DEIR). These general communities have the potential to be composed of vegetation alliances, which may be considered sensitive natural communities by CDFW.

While the City is mostly urbanized, it does contain open space areas that may be suitable for sensitive natural communities such as wetlands and riparian habitats. Implementation of the proposed project would increase development in the City, which could impact sensitive natural communities.

Future development in accordance with the Proposed General Plan, including maintenance of drainages to maintain public safety, could impact waters and wetlands jurisdictional to the CDFW, US Army Corps of Engineers (USACE), and San Diego and Santa Ana RWQCBs. Waters of the United States are jurisdictional to the USACE; waters of the State are jurisdictional to the San Diego and Santa Ana RWQCBs and the CDFW; and wetlands meeting certain criteria are jurisdictional to the USACE and/or the CDFW. Future development in accordance with the Proposed General Plan could impact sensitive natural communities directly (*e.g.*, building over the jurisdictional resources by filling the land) or indirectly (*e.g.,* increased stormwater drainage or runoff into nearby jurisdictional waters).

The Proposed General Plan includes policies aimed at reducing impacts to sensitive natural communities, such as Policy LU-13.1, which provides for the permanent preservation of open space lands, and

Policy OS-1.2, which requires development to avoid and conserve remaining habitats in wetlands and riparian areas. Moreover, the MSHCP does not allow take of riparian areas.

Additionally, Mitigation Measures BIO-1, BIO-2, and BIO-10 through BIO-13 would be implemented, which require an environmental analysis and DBESP for aquatic resources and natural vegetation communities and a Lake or Streambed Alteration Notification. Additionally, Figure 5.4-15, *Flow Chart to Guide Riparian Habitat/Riverine Areas and Vernal Pools,* of the DEIR, and Figure 5.4-16, *Flow Chart to Guide Aquatic Resources Recommendations,* of the DEIR, provide flow charts to assist future developers on the steps required to ensure future projects minimize impacts to riparian habitats and aquatic resources.

Implementation of the Proposed General Plan policies as well as Mitigation Measures BIO-1 and BIO-2, and BIO-10 through BIO-13 would reduce impacts to less than significant.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR and are applicable to the proposed project.

BIO-1 If an action may adversely impact biological resources, a qualified biologist or their trained designee shall conduct mandatory worker environmental awareness training for all parties involved with implementation of the action (*e.g.,* contractors and work crews), prior to the start of construction, to aid the parties in recognizing special-status species and other sensitive biological resources that may occur within the area of the proposed action. The training shall include identification of the special-status species with potential to occur and their habitats, a description of the regulatory status of sensitive resources, and review of the impact limits, location of environmentally sensitive areas, and measures required to reduce impacts to avoided onsite and offsite biological resources.

BIO-2 If an action has potential to inadvertently impact avoided onsite or offsite biological resources, appropriate measures shall be developed and implemented prior to the start of ground disturbing activities to ensure all impacts occur only in the area of the proposed action. Appropriate measures may include control of sediment, erosion, and hazardous materials; demarcation of action area prior to implementation and maintenance of demarcation through the duration of implementation; and measures to ensure all actions that have potential to impact biological resources stay within the demarcated limits.

BIO-10 If an action may impact sensitive natural vegetation communities, an environmental analysis to determine if there is potential for sensitive natural communities or other protected vegetation communities shall be conducted by a qualified biologist. If it is determined that in the habitat assessment prepared by a qualified biologist that there are no sensitive natural communities or other protected vegetation communities within a project site, no other measures are recommended. If sensitive natural communities (riparian habitat, riverine areas, vernal pools) are identified within the impact area (permanent and temporary, direct and indirect), appropriate measures to avoid,

minimize, or mitigate for impacts to sensitive natural communities shall be implemented. If riparian/riverine resources and vernal pools are proposed for avoidance, the habitat assessment shall include a commitment to place a conservation easement or deed restriction over the area in order to demonstrate that the area will be protected in perpetuity. If a project cannot avoid riparian/riverine habitat and/or vernal pools in perpetuity (both permanent and temporarily), a DBESP shall be required that would propose mitigation that demonstrates equivalent or superior function and value, and shall be submitted to the City of Wildomar Community Development Department and applicable Wildlife Agencies. Refer to Figure 5.4-15, *Flow Chart to Guide Riparian Habitat/Riverine Areas and Vernal Pools,* of the DEIR.

BIO-11 If an action will impact riparian habitat as determined by a qualified biologist, a Lake and Streambed Alteration Agreement, pursuant to Section 1602 of the California Department of Fish and Game Code shall be obtained prior to the start of ground disturbing activities. Minimization measures will be developed during consultation with CDFW as part of the Lake and Streambed Alteration Agreement process to ensure protections for affected fish and wildlife resources.

BIO-12 If an action has the potential to impact aquatic resources, an environmental analysis (*i.e.*, a preliminary aquatic resources delineation) shall be conducted to determine if potentially regulated aquatic resources occur within a project site. A qualified wetland delineator shall conduct the environmental analysis and it shall include review of the best available hydrological information, a reconnaissance-level site visit, and an evaluation of aquatic resources to determine the potential for regulated aquatic resources to occur within a project site. If it is determined in the habitat assessment prepared by a qualified biologist that there are no potentially regulated aquatic resources, no other measures are recommended and the habitat assessment shall be submitted to the City of Wildomar Community Development Department and applicable Wildlife Agencies. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, the validity of the results shall be confirmed or an updated environmental analysis shall be conducted prior to impacting a project site. Refer to Figure 5.4-16, *Flow Chart to Guide Aquatic Resources Recommendations,* of the DEIR.

BIO-13 If an action may impact potentially regulated aquatic resources, an aquatic resources delineation shall be conducted by a qualified biologist for a project consistent with the methods detailed within the Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory 1987), Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region, and State Wetlands Definitions and Procedures for Discharges of Dredged and Fill Material to Waters of the State, and local policies by the CDFW regarding their jurisdiction, following the definitions contained within the California Fish and Game Code pertaining to regulated resources (lakes, streams, and associated hydrophytic vegetation). If it is determined by a qualified biologist that potentially regulated aquatic resources are absent from a project site or will not be impacted by the action, no other measures are recommended and the

habitat assessment shall be submitted to the City of Wildomar Community Development Department and USACE. If it is determined that potentially regulated aquatic resources may be impacted by the action, the delineation shall be submitted to the USACE, and a Preliminary Jurisdictional Determination or Approved Jurisdictional Determination shall be obtained. The project applicant shall obtain all required permits from the USACE and applicable agencies prior to the start of construction activities. Refer to Figure 5.4-16, *Flow Chart to Guide Aquatic Resources Recommendations,* of the DEIR.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Impacts to sensitive natural communities, including riparian habitat and wetlands, could occur. Implementation of Mitigation Measures BIO-1 and BIO-2, which require worker environmental awareness training for biological resources and appropriate measures to avoid impacts to biological resources, as well as Mitigation Measures BIO-10 through BIO-13, which require an environmental analysis and DBESP for aquatic resources and natural vegetation communities, and a Lake or Streambed Alteration Notification, would be implemented. With the implementation of Mitigation Measures BIO-1, BIO-2, and BIO-10 through BIO-13, impacts would be reduced to less than significant with mitigation incorporated.

Impact 5.4-3: The proposed project could affect wildlife movement in and around the City. [Threshold B-4]

In the southwestern area of the City limits are the foothills of the Cleveland National Forest, which contain a large expanse of natural habitat that may allow for wildlife migration and nursery sites. The City also encompasses the foothills of the Santa Margarita Mountains and Elsinore Mountains. However, due to development within the City, movement from the City into the Cleveland National Forest and mountain ranges, and vice versa, is limited. The City is developed and I-15 bisects the City in a north-south direction, which further limits the success of wildlife dispersal. An additional movement corridor, Murrieta Creek, exists within the City and may provide wildlife with ways to move throughout developed areas. The San Andreas Rift Zone within and adjacent to the City provides unique topographical characteristics, microclimates, and habitats that allow for habitat linkages and can facilitate movement. The City provides wildlife movement opportunities in other forms, such as open land and preserved areas. Although the City's developed environment lessens the value of wildlife corridors within the City, such corridors still exist.

The MSHCP has proposed to create a linkage (Proposed Linkage 8), which is composed largely of upland habitat in the Sedco Hills and Wildomar areas, that would connect the Core Areas in the Lake Mathews/Estelle Mountain, Alberhill, and Cleveland National Forest areas with the Core Areas in

French Valley, Johnson Ranch, Diamond Valley Lake, and San Jacinto Mountains. This proposed linkage would provide live-in habitat for over 50 pairs of coastal California gnatcatcher, as well as a connection to other key populations of gnatcatcher known to occur in Alberhill, North Peak, and the Ramsgate area. Other planning species for which habitat is provided include Quino checkerspot butterfly, Stephens' kangaroo rat, and bobcat. The grasslands in this proposed linkage also provide foraging habitat for a number of raptors. Maintenance of large intact interconnected habitat blocks is important for these species. The northern portion of this linkage includes a portion of the lower San Jacinto River extending under I-15 to connect with Proposed Extension of Existing Core 3, which is in the northeast region of the MSHCP area.

The MSHCP has identified key habitat areas and linkages within the MSHCP Plan Area for the conservation of mountain lions. These Conservation Areas are comprised of large blocks of open space and include the Santa Rosa Plateau-Santa Ana Mountains, Agua Tibia Wilderness-Palomar Mountains, Badlands-San Jacinto Mountains-Santa Rosa Mountains, and San Bernardino Mountains, among others. These Conservation Areas also include habitat linkages and movement corridors between large habitat blocks that allow dispersal and movement of mountain lions throughout the MSHCP Plan Area and to areas outside of the MSHCP Plan Area. Note that none of the MSHCP Conservation Areas (including both core and linkage habitats) identified for conservation of the mountain lion occur within the City limits. Nonetheless, the southwestern area of the City limits that contains the foothills of the Cleveland National Forest includes a large expanse of natural habitat that may allow for wildlife migration.

The MSHCP identifies mountain lion as a planning species in Existing Cores A, B, C, F, G, I, J, K, L and M; Proposed Cores 3, 4, 6 and 7; Existing Linkage A; Proposed Linkage 1, 5, 9, 10, 11, 15, 17, and 18; and Proposed Constrained Linkage 1, 2, 5, 10, 11, 14. The following Cores are considered "live in" Cores for mountain lion:

- Existing Core B – Cleveland National Forest,
- Existing Core G – Santa Margarita Ecological Reserve,
- Existing Core K – San Bernardino National Forest,
- Existing Core L – Beauty Mountain,
- Existing Core M – Agua Tibia Mountains,
- Existing Linkage A – BLM land east of Rainbow Creek

Proposed Core 3 – Badlands/ Potrero

The MSHCP has identified key habitat areas and linkages within the MSHCP Plan Area for the conservation of mountain lions. These Conservation Areas are comprised of large blocks of open space and include the Santa Rosa Plateau-Santa Ana Mountains, Agua Tibia Wilderness-Palomar Mountains, Badlands-San Jacinto Mountains-Santa Rosa Mountains, and San Bernardino Mountains, among others. These Conservation Areas also include habitat linkages and movement corridors between large habitat blocks that allow dispersal and movement of mountain lions throughout the MSHCP Plan Area and to areas outside of the MSHCP Plan Area. Areas considered critical for mountain lion movement include Proposed Constrained Linkage 1 and 2 (connection between Cleveland National Forest and Chino Hills State Park under Highway 91), Proposed Linkage 1 and Constrained Linkage 5 (connection between Cleveland National Forest and Lake Matthews/Estelle Mountain under I-15), Proposed

Linkage 9 (connection between Cleveland and the Santa Rosa Plateau), and Proposed Constrained Linkage 14 (connection between Santa Ana Mountains and the Palomar Mountains). These Conservation Areas also include habitat linkages and movement corridors between large habitat blocks that allow dispersal and movement of mountain lions throughout the MSHCP Plan Area and to areas outside of the MSHCP Plan Area. The City is not within the key habitat areas and linkages within the MSHCP Plan Area for conservation of the mountain lion. Therefore, buildout of the City in accordance with the Proposed General Plan would not result in a significant impact on wildlife movement of the mountain lion. Pursuant to the MSHCP, mountain lion is a Covered Species Adequately Conserved and because the City is not identified by the MSHCP as part of any existing or proposed linkages, corridors, or conservation areas and as long as the terms of the MSHCP are implemented, the Wildlife Agencies will not require additional mitigation. Furthermore, development of a property outside the MSHCP Conservation Area (both within and outside of the Criteria Area) shall receive Take Authorization for Covered Species Adequately Conserved provided a payment of a mitigation fee is made in compliance with MSHCP Section 6.0. Payment of the mitigation fee and compliance with the requirements of Section 6.0 will provide full mitigation under the CEQA, FESA, CESA for impacts to species and habitats covered by the MSHCP per the agreements with the USFWS and CDFW.

Migratory birds can also be found within the City limits. Migratory birds, some of which are listed in Table 5.4-2, of the DEIR, may use the surrounding areas, including the City, as a stopping point in their migratory journey. These birds are protected by the Migratory Bird Treaty Act (MBTA) which implements international treaties between the U.S. and other nations devised to protect migratory birds, and any of their parts, eggs, and nests, from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. All future development within the City would be required to comply with the MBTA. Additionally, the MSHCP does not allow take of any nesting birds, regardless of the time of year, pursuant to the MBTA and applicable Fish and Game Codes.

Figure 5.4-17, *Flow Chart to Guide Wildlife Corridor and Movement Protection Recommendations,* of the DEIR, provides a flow chart to assist future developers on the steps required to ensure future projects minimize impacts to wildlife corridors.

The Proposed General Plan includes policies aimed at reducing impacts to wildlife corridors, including the following:

- **Policy LU-13.1 Preservation of Open Space Lands.** Provide for permanent preservation of open space lands that contain important natural resources, hazards, water features, watercourses, and scenic and recreational value.
- **Policy OS-1.4 Rewilding and Habitat Restoration**. Pursue opportunities for rewilding and restoring critical habitats for sensitive species that include, but are not limited to the following: preserving, enhancing, restoring, and expanding an integrated network of open space to support beneficial uses, such as habitat, recreation, natural resources, historic and tribal resources, water management, and aesthetics.
- **Policy OS-1.5 Wildlife Corridors.** Protect existing wildlife corridors by reducing habitat fragmentation from new developments. Work with the Riverside Conservation Agency (RCA) to pursue land purchase opportunities to preserve available lands.

- **Policy OS-1.8 Protect Ridgelines.** Protect ridgelines from incompatible development that diminishes their scenic value, and ensure their conservation, preservation, and management.

Additionally, Mitigation Measures BIO-1, BIO-2, BIO-7, BIO-8, and BIO-9, as well as Mitigation Measure BIO-14, which requires measures to avoid, minimize, and mitigate for significant impacts to be implemented in consultation with the appropriate regulatory agency.

Future development under the project would be required to demonstrate compliance with the MSHCP, FESA, CESA, and CEQA, as well as with the proposed General Plan Update goals, objectives, and policies discussed above, which would reduce potential impacts on wildlife movement within the City. Policies under the proposed General Plan Update that require measures such as site-specific biological studies and compliance with the MSHCP would ensure that the assessment of potential impacts to wildlife movement be made on a project by project basis. With the implementation of the Proposed General Plan policies and Mitigation Measures BIO-1, BIO-2, BIO-7, BIO-8, BIO-9, and BIO-14, impacts would be reduced to less than significant.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR and are applicable to the proposed project.

See Mitigation Measures BIO-1, BIO-2, BIO-7, BIO-8, BIO-9, and BIO-14.

BIO-7 If an action has potential to adversely impact riparian bird species (least Bell's vireo, southwestern willow flycatcher, or yellow-billed cuckoo [*Coccyzus americanus*]), and if suitable habitat (nesting and/or foraging) is present, then protocol-level focused surveys shall be required. Focused surveys shall be conducted in accordance with accepted USFWS survey protocols for the least Bell's vireo, southwestern willow flycatcher, and yellow-billed cuckoo (Least Bell's Vireo Survey Guidelines [2001], A Natural History Summary and Survey Protocol for the Southwestern Willow Flycatcher [2010], and A Natural History Summary and Survey Protocol for the Western Distinct Population Segment of the Yellow-Billed Cuckoo [2016]). If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for riparian bird species to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site.

If least Bell's vireo, southwestern willow flycatcher, or yellow-billed cuckoo are identified within a project site and a project cannot demonstrate 90 percent avoidance of the occupied portion of the property that contributes to the long-term conservation

value of the species, a DBESP is required. This includes 100 meters of undeveloped landscape on a property adjacent to the habitat conserved. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-11, *Flow Chart to Guide Riparian Bird Species Recommendations,* of the DEIR.

BIO-8 If an action has the potential to impact coastal California gnatcatcher, a habitat assessment shall be prepared by a qualified biologist to determine if suitable habitat is present in the area of the proposed action. If suitable habitat is present (*i.e.*, coastal sage scrub, Riversidean sage scrub) and an action has potential to adversely impact the coastal California gnatcatcher, avoid clearing, grubbing, grading, and associated construction actions in gnatcatcher occupied habitat within the Criteria Cells and/or PQP lands between March 1 and August 15. If this species is detected and a project may be potentially occupied and the habitat cannot be avoided, this habitat cannot be removed from March 1 to August 15 without conducting focused protocol-level surveys to prove absence. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for coastal California gnatcatcher to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. Refer to Figure 5.4-12, *Flow Chart to Coastal Gnatcatcher Recommendations,* of the DEIR.

BIO-9 If an action that may adversely impact birds or nests (*e.g.*, ground or vegetation disturbance, noise near nesting habitat) and is expected is to occur during the nesting season (generally February 1 through September 15), a pre-construction nesting-bird survey shall be conducted for all suitable nesting habitat within three days prior to ground-disturbing activities associated with the action. The survey shall be conducted by a qualified biologist within a project site plus a buffer for the project as determined by the qualified biologist (based on the action and what bird species may be impacted). If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, avoidance or minimization measures shall be undertaken to avoid potential project-related impacts. Measures may include seasonal work restrictions or establishment of a non-disturbance buffer around each active nest until nesting has been completed as determined through periodic nest monitoring by the biologist. The size of the non-disturbance buffer shall be determined by the project biologist. Once nesting is deemed complete by the project biologist, work may resume within the buffer. Refer to Figure 5.4-13, *Flow Chart to Guide Special-Status Wildlife (Including Protected Birds/Nests) Recommendations,* of the DEIR.

BIO-14 If an action requiring a discretionary approval is within or adjacent to a Core Area, Linkage or wildlife movement corridor identified in the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP) or a project-specific biological analysis, a qualified biologist shall, prior to any ground disturbance, prepare and

submit to the City a wildlife movement evaluation for the proposed project to assess whether the project has the potential to substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The City shall review the evaluation and in doing so may confer with any/all applicable resource agencies (e.g. CDFW, USFWS, NMFS) to assess the extent of any such impacts and impose conditions requiring the implementation of appropriate and feasible measures such as avoidance, design alteration, overcrossings, or other measures to reduce any such potentially significant impacts to the greatest extent feasible.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Buildout under the Proposed General Plan could impact wildlife movement in and around the City. Implementation of Mitigation Measures BIO-1 and BIO-2 require worker environmental awareness training for biological resources and appropriate measures to avoid impacts to biological resources; Mitigation Measures BIO-7 through BIO-9 provide provisions to reduce impacts to wildlife species; and Mitigation Measure BIO-14 requires measures to avoid, minimize, or mitigate for significant impacts to be implemented, would reduce impacts to wildlife movement and corridors. Therefore, with the implementation of Mitigation Measures BIO-1, BIO-2, BIO-7, BIO-8, BIO-9, and BIO-14, impacts would be reduced to less than significant with mitigation incorporated.

2. Cultural Resources

Impact 5.5-2: Future development of the proposed project could impact archaeological resources. [Threshold C-2]

Long-term implementation of the Proposed General Plan could allow development (*e.g.*, new development, infill development, redevelopment, and revitalization/restoration), including grading of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of archaeological resources. Therefore, future development that would be accommodated by the proposed project could potentially unearth previously unrecorded resources.

Archaeological sites are protected by a wide variety of state policies and regulations enumerated under the California Public Resources Code. Cultural resources are also recognized as nonrenewable and therefore receive protection under the California Public Resources Code and CEQA. Per Public Resources Code Section 21083.2, the CEQA lead agency is required to determine whether a development project may have a significant effect on archaeological resources. If the lead agency determines that the

project may have a significant effect on unique archaeological resources, the project-level CEQA document being prepared for the development project is required to address the issue of those resources.

The Proposed General Plan includes the following policies which would minimize impacts to archaeological resources: Policy LU-1.3, which allows for the clustering of development to preserve culturally sensitive resources, and Policy OS-4.3, which requires new development to avoid and minimize impacts to archaeological resources.

The Proposed General Plan is a regulatory document that sets the framework for future growth and development in the City and does not result in development in and of itself. Before any development or development activities can occur, they must be analyzed for conformance with the General Plan, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Long-term implementation of the Proposed General Plan could allow development, including grading of known and unknown sensitive areas. Grading activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of archaeological resources. Therefore, impacts would be potentially significant. All development projects in the City would be required to implement Mitigation Measures TCR-1 through TCR-8, which outline procedures and requirements for the inadvertent discovery of archaeological resources, cultural resources disposition, retaining an archeologist, retaining Native American monitors from the Pechanga and Soboba tribes, preparation of archaeology Phase III and Phase IV reports, non-disclosure of reburial sites for inadvertent discoveries, and implementing no-build easements for reburial sites. With the implementation of Mitigation Measures TCR-1 through TCR-8, impacts would be less than significant.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

TCR-1 **Inadvertent Archeological Find.** If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the lead agency and Native American Tribe(s) that elected to consult under AB 52 ("Consulting Tribe(s)").

a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.
b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s), developer, and the archaeologist, a

decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.

d. Treatment and avoidance of the newly discovered resources shall be consistent with the Treatment and Monitoring Agreements entered into with the Consulting Tribe(s) and the applicant. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Mitigation Measures TCR-2 and TCR-7.

e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan (see Mitigation Measure TCR-6) shall be prepared by the project archeologist, in consultation with the Consulting Tribe(s), and shall be submitted to the City for their review and approval prior to implementation of the said plan.

f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Consulting Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Community Development Director for decision. The City's Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Consulting Tribe(s). Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council.

TCR-2 **Cultural Resources Disposition.** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

a. One or more of the following treatments, in order of preference, as numbered below, shall be employed with the Consulting Tribe(s). Evidence of such shall be provided to the City of Wildomar Community Development Department:

i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report (see Mitigation Measure TCR-6). The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

TCR-3 **Archaeologist Retained.** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

The Registered Professional Archaeologist and the Tribal monitor(s) required by Mitigation Measures TCR-4 and TCR-5 shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

The developer/permit holder shall submit a fully executed copy of the contract to the Community Development Department to ensure compliance with this condition of approval. Upon verification, the Community Development Department shall clear this condition.

In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal. Pub. Res. Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

a. Project grading and development scheduling;

b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

TCR-4 **Native American Monitoring (Pechanga).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

TCR-5 **Native American Monitoring (Soboba).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading

permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

TCR-6 **Archeology Report - Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

TCR-7 **Non-Disclosure of Reburial Locations**. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code Section 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial.

TCR-8 **No-Build Easement or Similar Instrument.** In the event that Native American artifacts are found and buried within the project vicinity, a no-build easement, or similar legal instrument, shall be used to preclude future development from taking place on the reburial site(s).

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measures TCR-1 through TCR-8, which outline procedures and requirements for the inadvertent discovery of archaeological resources, cultural resources disposition, retaining an archeologist, retaining Native American monitors from the Pechanga and Soboba tribes, preparation of archaeology Phase III and Phase IV reports, non-disclosure of reburial sites for inadvertent discoveries, and implementing no-build easements for reburial sites, would reduce impacts to less than significant.

Impact 5.5-3: Future grading activities could potentially disturb human remains. [Threshold C-3]

California Health and Safety Code, Section 7050.5; CEQA Guidelines Section 15064.5; and Public Resources Code, Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, California Health and Safety Code, Section 7050.5 requires that if human remains are discovered on a project site, excavation or disturbance of the site shall cease until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority, and if the coroner recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact the Native American Heritage Commission by telephone within 24 hours. Soil-disturbing activities associated with development in accordance with the Proposed General Plan could result in the discovery of human remains. Impacts would be potentially significant. However, all development projects in the City would be required to implement Mitigation Measure CUL-2, which requires compliance with State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98(b), and Mitigation Measure TCR-7, which requires the non-disclosure of reburial sites for inadvertent discoveries. Therefore, impacts would be less than significant upon implementation of Mitigation Measure CUL-2 and Mitigation Measure TCR-7.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

See Mitigation Measure TCR-7

CUL-2 **Human Remains.** If potential human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource 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 the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" (MLD). The MLD shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. No photographs are to be taken of any human remains and/or cremations except by the coroner, with written approval by the consulting tribe(s).

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure CUL-2, which requires compliance with State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98(b), and Mitigation Measure TCR-7, which requires non-disclosure of reburial sites for inadvertent discoveries, would reduce impacts to less than significant.

3. Geology and Soils

Impact 5.7-1: Project residents, employees, and visitors could be subject to potential seismic-related hazards. [Threshold G-1i-iv]

Seismic Hazards

Wildomar's location and underlying geology make it susceptible to seismic and geologic hazards, including surface (fault) rupture and seismic ground shaking.

Ground Rupture

As shown on Figure 5.7-2, of the DEIR, there are several fault lines and Alquist-Priolo Zones in or near the City. The Whittier-Elsinore Fault is the most prevalent Alquist-Priolo Zone within the City, as a portion of the Fault Zone (Glen Ivy/Temecula Segments) crosses directly through the southern portion of the City. Therefore, the City is vulnerable to seismic-related earthquake fault rupture and shaking although no noticeable local damage has been experienced over the years.

As required by the Alquist-Priolo Act Fault Zoning Act, the approval of projects within Earthquake Fault Zones must be in accordance with the policies and criteria established by the Surface Mining and Geology Board (Public Resources Code [PRC], Division 2, Chapter 7.5, Section 2623 (a)). These regulations require that fault investigation reports be prepared by a professional geologist registered in the State of California (14 California Code of Regulations [CCR], Division 2, Chapter 8.1.3, Section 3603 (d)). Additionally, the Seismic Hazards Mapping Act requires projects for human occupancy that are within mapped fault zones to obtain a site-specific geotechnical report prior to the issuance of individual grading permits, and each new development would be required to retain a licensed geotechnical engineer to design new structures to withstand probable seismically induced ground shaking.

Furthermore, all new development in California is subject to the seismic design criteria of the California Building Code (CBC), which requires that all improvements be constructed to withstand anticipated ground shaking from regional fault sources. The CBC standards require all new developments to be designed consistent with a site specific, design-level geotechnical report, which would be fully compliant with the seismic recommendations of a California-registered professional geotechnical engineer. Adherence to the applicable CBC requirements, Alquist-Priolo Fault Zoning Act, Seismic Hazards Mapping Act, and General Plan policies—such as Policy LU-7.1 of the Proposed General Plan, which

requires that new development conform building massing to topographic forms, and Policy S-5 of the Safety Element, which requires the enforcement of the Alquist-Priolo Earthquake Fault Zoning Act provisions—would ensure that implementation of the Proposed General Plan would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving ground rupture of a fault. Additionally, implementation of Mitigation Measure GEO-1, which would require the incorporation of recommendations from a project's geotechnical report, would reduce impacts to less than significant.

Strong Seismic Ground Shaking

Ground shaking is responsible for most of the damage from earthquakes and can damage or destroy buildings, structures, pipelines, and other infrastructure. The intensity of shaking depends on the type of fault, distance to the epicenter, magnitude of the earthquake, and subsurface geology. The Whittier-Elsinore fault is potentially capable of producing the most intense ground accelerations in the City because portions of it runs through the City. The greatest severity of ground shaking would occur in central Wildomar due to centralized faults running along Palomar Street and crossing over Mission Trail and Bundy Canyon Road in the southward direction of I-15 (see Figure 5.7-2, of the DEIR). In southern California, there is no way to avoid earthquake hazards. However, compliance with the CBC, including specific provisions for seismic design, would mitigate and minimize the effects of earthquakes. The design of structures in accordance with the CBC is expected to minimize the effects of ground shaking to the greatest degree feasible.

Several policies would address seismic-related hazards, such as Policy S-7 which requires geological and geotechnical investigations to be performed at sites with potential geological hazards, and therefore, would reduce impacts to less than significant. Additionally, implementation of Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and implementing the requirements of the CBC, would reduce impacts to less than significant.

Secondary Effects

Secondary effects of earthquakes are nontectonic processes such as ground deformation, including fissures, settlement, displacement, and loss of bearing strength, and are the leading causes of damage to structures during a moderate to large earthquake. Secondary effects leading to ground deformation include liquefaction, seismically induced landslides, settlement, subsidence, and/or collapse, and ground lurching.

Liquefaction

Research and historical data indicate that loose, granular materials at depths of less than 50 feet with silt and clay contents of less than 30 percent saturated by a relatively shallow groundwater table are most susceptible to liquefaction. These geological conditions are typical in parts of southern California, including Wildomar, and in valley regions and alluvial floodplains. A small portion of the City's southern edge, south of Palomar Street, is susceptible to liquefaction (see Figure 5.7-4, *Liquefaction Hazards Zones,* of the DEIR.)

Liquefaction is expected within the City. Based on mandatory compliance with regulations, preparation and submittal of soil engineering reports, and implementation of Mitigation Measure GEO-1 (which

requires incorporation of recommendations from a project's geotechnical report and implementation of the CBC) and the Safety Element policies, impacts would be less than significant. For example, Policy S-7, which requires geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landslides, or settlement, for any building proposed for human occupancy and any structure whose damage would cause harm, would reduce impacts.

Landslides

Marginally stable slopes (including existing landslides) may be subject to landslides caused by earthquakes. The landslide hazard depends on many factors, including existing slope stability, shaking potential, and presence of existing landslides. The terrain of the City varies from flat to hilly. Figure 5.7-3*, Areas with Landslide Susceptibility*, of the DEIR, identifies potential landslide hazards in the City.

The City requires compliance with the regulations in the CBC when approaching building operations along hillsides, as referenced in Title 15 of the Wildomar Municipal Code, which also requires an engineering geology report be submitted to the City for approval before performing any project on hillsides.

In addition to implementing City engineering standards and building requirements, all future development in the City would be required to comply with the policies in the Safety Element and Proposed General Plan, such as Policy S-12, which would require new development in hazard-prone areas to be designed to adequately reduce such hazards. Moreover, implementation of Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and implementing requirements of the CBC, would reduce impacts to less than significant.

Settlement, Subsidence, and/or Collapse

The potential hazard posed by seismic settlement and/or collapse within the City is considered moderate based on the compressibility of the underlying alluvial soils and the presence of shallow groundwater. Strong ground shaking can cause settlement of alluvial soils underlying a site by allowing sediment particles to become more tightly packed. Alluvial deposits are especially susceptible to this phenomenon. Artificial fills, if not adequately compacted, may also experience seismically induced settlement. Because unconsolidated soils and undocumented fill material are present within the City, seismically induced settlement and/or collapse are potential impacts.

Site-specific mass grading and compaction that would occur as part of future development within the City would serve to mitigate any potential impacts to seismically induced settlement, subsidence, and/or collapse in the City. Additionally, Safety Element Policy S-16, which requires geotechnical studies within documented subsidence zones as well as zones that may be susceptible to subsidence, prior to the issuance of development permits, would also ensure impacts are reduced. Moreover, implementation of Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and implementing the requirements of the CBC, would reduce impacts to less than significant.

Ground Lurching

Seismically induced ground lurching occurs when soil or rock masses move at right angles to a cliff or steep slope in response to seismic waves. Structures built on these masses can experience significant lateral and vertical deformations if ground lurching occurs. Although ground lurching is expected within the City, mandatory compliance with existing regulations, including the preparation and submittal of soil engineering, engineering geology and seismicity reports, and implementation of Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and implementing requirements of the CBC, would reduce ground lurching impacts in any new developments to a less than significant level.

Summary

During construction of a project, the City's municipal code (Title 15, Buildings and Constructions) requires that projects submit grading plans and a geotechnical evaluation to minimize differential settlement and the slipping or sliding of earth, minimizing impacts from unstable geologic or soil conditions. These include preparation of relevant soil engineering reports, cut/ fills, drainage and erosion/ dust control, requirements for completion of work, and NPDES standards. Recommendations in the geotechnical report(s) (*e.g.,* soils engineering, engineering geology, and seismicity reports) are required to be included on grading plans and implemented during project construction activities. Mandatory compliance with existing regulations, including the preparation and submittal of soil engineering, geotechnical evaluation, seismicity reports for new developments, and implementation of Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and implementing requirements of the CBC, would reduce impacts to a less than significant level. Additionally, policies from the City's Safety Element would ensure that risks to residents and businesses are minimized and impacts would be less than significant.

Mitigation Measure:

The following mitigation measure was included in the Draft EIR and the Final EIR, and is applicable to the proposed project.

GEO-1 The project applicant/developer shall incorporate the recommendations of a project's geotechnical report into project plans related to a proposed project. A project's building plans shall demonstrate that they incorporate all applicable recommendations of the geotechnical report and comply with all applicable requirements of the latest adopted version of the California Building Code.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure GEO-1 would require the incorporation of the recommendations from a project's geotechnical report into project plans to reduce seismic- and soil-related impacts. Therefore, impacts would be less than significant.

Impact 5.7-2: Unstable geologic unit or soils conditions, including soil erosion and loss off topsoil, could result from development of the proposed project. [Thresholds G-2, G-3, and G-4]

Soil Erosion

Soils are particularly prone to erosion during the grading phase of development, especially during heavy rains. The use of a SWPPP, which specifies best management practices for temporary erosion control for sites disturbing one or more acres, would reduce the potential for erosion during construction activities. Standard erosion control measures would be implemented as part of a SWPPP for proposed projects within the City to minimize the risk of erosion or sedimentation during construction. The SWPPP must include an erosion control plan that prescribes measures, such as phasing grading, limiting areas of disturbance, designating restricted-entry zones, diverting runoff from disturbed areas, protective measures for sensitive areas, outlet protection, and provisions for revegetation or mulching. For future construction projects that disturb less than one acre of land, project applicants would still be required to implement an effective combination of erosion and sediment control BMPs. The City requires submittal of a Construction Runoff Management Plan for all construction sites and designates a minimum set of BMPs for erosion and sediment control, soil stabilization, and protection of natural hydrologic features.

Mandatory compliance with existing regulations, including the preparation and submittal of a SWPPP or Construction Runoff Management Plan, and a soil engineering evaluation; compliance with the Proposed General Plan policies, such as Policy LU-7.1 which requires that new development conform building massing to topographic forms; and implementation of Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and implementing requirements of the CBC, would reduce impacts to a less than significant level.

Expansive Soils

Most of the City is composed primarily of alluvial sediments and, therefore, there is some potential for expansive soils throughout the City. Expansive soils are possible wherever clays and elastic silts may be present, including alluvial soils and weathered granitic and fine-grained sedimentary rocks. The presence of expansive soils represents a potential hazard to structures and people.

The CBC requires that structures be designed to mitigate for expansive soils. Methods that could be used to reduce the impact of expansive soils include drainage control devices to limit water infiltration near foundation, over-excavation and recompacting of engineered fill method, or support of the foundation with piles. These methods as well as the General Plan policies, such as Policy S-16, which would require geotechnical studies with documented subsidence zone; Policy S-18, which would encourage and support efforts for long-term, permanent monitoring of topographic subsidence in the Elsinore

Valley Groundwater Basin, irrespective of past subsidence; and Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and implementing requirements of the CBC, would reduce the impact related to expansive soils to less than significant.

Settlement and Collapse

The risk of settlement or collapse has the potential to exist in areas with alluvial soils. Areas of large settlement can damage, or in extreme cases, destroy structures. The presence of compressible soil in the City represents a hazard to structures and people.

The CBC requires that structures be designed to mitigate compressible soils. Methods that could be used to reduce the impact of compressible soils include transferring the land to underlying non-compressible layers with piles and overexcavation of compressible soil and recompacting with engineered fill. These methods, as well as Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and requirements of the CBC, and Policy S-16, which would require geotechnical studies with documented subsidence zone, would reduce the impact of compressible soils to less than significant.

Subsidence

Areas within the City that are susceptible to subsidence due to overdraft of groundwater aquifers are in the western portion of Wildomar around Corydon Road, Grand Avenue, Mission Road, all south of I-15 (See Figure 5.7-5, *Subsidence Zone,* of the DEIR). Subsidence due to overpumping of petroleum reserves, however, is not considered a potentially significant impact for the City because there are no active oil wells in the city.

Because overdraft of groundwater can result in subsidence, groundwater storage by EVMWD, the Western Municipal Water District (WMWD), and statutory commitments to sustainable groundwater management practices would reduce the potential for future land subsidence. Furthermore, ongoing surveying of the ground surface by EVMWD and/or WMWD provides a way to verify that its efforts in preventing subsidence are effective. The EVMWD currently has the Elsinore Valley Subbasin GSP in place which describes current and historical groundwater conditions along with a groundwater monitoring network to ensure the basin will meet its sustainability goals. Additionally, implementation of Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and implementing requirements of the CBC, and the Wildomar Safety Element Policies, such as Policy S-16, which would require geotechnical studies with documented subsidence zone, and Policy S-18 which would encourage and support efforts for long-term, permanent monitoring of topographic subsidence in the Elsinore Valley Groundwater Basin, irrespective of past subsidence, would reduce the impact of subsidence to less than significant.

Mitigation Measure:

The following mitigation measure was included in the Draft EIR and the Final EIR, and is applicable to the proposed project.

See Mitigation Measure GEO-1.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure GEO-1 would require the incorporation of the recommendations from a project's geotechnical report into project plans to reduce seismic- and soil-related impacts. Therefore, impacts would be less than significant.

Impact 5.7-4: Development under the proposed project could directly or indirectly destroy a unique paleontological resource or unique geologic feature. [Threshold G-6]

Adoption of the Proposed General Plan in itself would not directly affect paleontological resources. Long-term implementation of the Proposed General Plan land use plan could allow development, including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially disturb paleontological resources. Therefore, future development that would be accommodated by the Proposed General Plan could potentially unearth previously unrecorded resources. Review and protection of paleontological resources are also afforded by CEQA for individual development projects that would be accommodated by the Proposed General Plan, subject to discretionary actions that are implemented in accordance with the land use plan of the Proposed General Plan.

Under the California Public Resources Code, paleontological resources are recognized as non-renewable resources and receive protection. Figure 5.7-6, *Paleontological Sensitivity*, of the DEIR, identifies areas of known paleontological sensitivity in the City. As shown in Figure 5.7-6, of the DEIR, areas bounding I-15 and most of the central portion of the City have a high sensitivity for paleontological resources.

Grading and construction activities of undeveloped areas or redevelopment that require more intensive soil excavation than in the past could potentially cause the disturbance of paleontological resources. Therefore, future development could potentially unearth previously unknown/unrecorded paleontological resources. Implementation of Mitigation Measure GEO-2, which requires an evaluation from a Certified Paleontologist, would reduce impacts to paleontological resources. Additionally, the Proposed General Plan includes Policy OS-4.3, which requires new development to minimize impacts to paleontological resources. Therefore, impacts would be less than significant with mitigation incorporated.

Mitigation Measures

The following mitigation measure was included in the Draft EIR and the Final EIR, and is applicable to the proposed project.

GEO-2 Prior to issuance of a grading permit, the project applicant shall retain a Certified Paleontologist to assess the potential for presence of paleontological resources and the potential for project construction to affect such resources if present. If it is determined, to the satisfaction of the City, that there is low potential for discovery or disturbance of paleontological resources, no further action shall be required.

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

Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. A Certified Paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

Further ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, a Certified Paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.

Salvage and collection of significant fossils shall be done in accordance with the Society of Vertebrate Paleontology guidelines. Any paleontological resources salvaged shall be provided for curation at a local curation facility, or any other local museum or repository, such as the Western Science Center or World Museum of Natural History, willing and able to accept and house the resource to preserve for future scientific study.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure GEO-2 would require a certified paleontologist to be present during ground-disturbing activities in areas deemed to have a moderate to high sensitivity for paleontological resources in order to further evaluate the fossil resources. Therefore, impacts would be less than significant.

4. Hazards and Hazardous Materials

Impact 5.9-5: Portions of the City are in a very high fire hazard severity zones and could expose structures and/or residences to fire hazards. [Threshold H-7]

Wildland fires are uncontrolled fires typically in areas of little to no development, but these fires can spread quickly to the urban/wildland interface where development meets expanses of vegetative fuels. Wildomar is an interface area where a proactive approach to preventing the start and spread of wildland fire is vital to protecting lives and property. As shown on Figure 5.20-1, *Fire Hazard Severity Zones,* of the DEIR, the eastern and western portions of the City are within Very High Fire Hazard Severity Zones. Additionally, there is some risk of landslides and flooding, after the occurrence of wildfire.

Although wildfire risks are present in the City, adherence to applicable building practices and the Proposed General Plan and Safety Element policies, such as Policy S-67, which aims to coordinate with the Riverside County Fire Department to implement a long-term fire protection training and education program for the City of Wildomar and its citizens, would reduce impacts. Additionally, implementation of Mitigation Measure HAZ-1, which requires compliance with the 2022 California Building Code and the 2022 California Fire Code (or most recent versions), and Mitigation Measure HAZ-2, which requires that an applicant demonstrate that a project is in compliance with the vegetation management requirements, would ensure that buildout under the Proposed General Plan would be less than significant upon implementation of mitigation measures.

Mitigation Measures

The following mitigation measure was included in the Draft EIR and the Final EIR, and is applicable to the proposed project.

HAZ-1 Prior to the issuance of building permits for all projects, the project applicant/developer shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2022 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2022 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2022 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12 7A; and California Fire Code.

HAZ-2 Prior to the issuance of a certificate of occupancy for all projects, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906 and California Government Code Section 51182.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure HAZ-1 requires compliance with the 2022 California Building Code and the 2022 California Fire Code (or most recent versions), and Mitigation Measure HAZ-2 requires that an applicant demonstrate that a project is in compliance with the vegetation management requirements. Therefore, Mitigation Measures HAZ-1 and HAZ-2 would reduce potential impacts associated with wildfires to a level that is less than significant.

5. Mineral Resources

Impact 5.12-1: Project implementation could result in the loss of availability of a known mineral resource. [Thresholds M-1 and M-2]

The City is designated as Mineral Resource Zone 3 (MRZ-3), which is an area where the significance of mineral deposits cannot be determined from available data. Therefore, the City does not have any identifiable significant mineral deposits.

However, a federal lode-mining claim, the Baxty Queen, is in the eastern portion of the City. The Bureau of Land Management (BLM) permits the mining claim to conduct small-scale prospecting and mining for mineral resources, such as rare earth element (REE) and precious gem materials. According to Figure 3-4, *Proposed Land Use Plan,* of the DEIR, the federal lode is designated Rural Mountainous (RM), which allows for clustering of residential uses to minimize grading and alteration of natural landforms, as well as to avoid sensitive natural habitat areas and hazardous conditions.

Mineral resources such as REEs, that can be found in pegmatite dikes in the Paloma Ring Complex, often contain impurities of uranium and thorium. Future construction activities surrounding the federal lode, such as grading, can create and release dust containing uranium and thorium. While REEs are important and valuable, these deposits are minimal, and therefore, REEs are unlikely to create a significant impact.

Additionally, all future development would comply with the South Coast AQMD Rule 403, which requires dust control for earth-moving activities and would reduce potential impacts of uranium- and thorium-containing dust on workers and residents. Nonetheless, future development within 100 feet of the federal lode would implement Mitigation Measure MIN-1, which requires the inspection of geologic features within a project site by a qualified geology professional to determine the discovery of a unique geologic unit and follow the proper protocols.

Although future projects would not occur within the Bundy Canyon Pit while mining operations are in effect, development that is proximate or adjacent to the mine may expose residents to dust as a result of mining and/or transporting sand and gravel products.

The anticipated production amount of the Bundy Canyon Pit is 38,300 cubic yards per year, depending on demand, and the estimated life of operation is approximately 25 years. When mining operations at the Bundy Canyon Pit cease, it is anticipated that the land will be used for residential uses or other uses compatible with residential subdivisions.

Therefore, while the entire City is designated as MRZ-3, future development proximate and/or adjacent to the federal lode mining claim could result in the loss of gemstones or rare earth elements.

Mitigation Measure

The following mitigation measure was included in the Draft EIR and the Final EIR, and is applicable to the proposed project.

MIN-1 Prior to blasting non-rippable bedrock within 100 feet of the federal lode, outcrops shall be inspected for pegmatite dikes or other geological features considered favorable for gemstones or rare earth elements by an experienced igneous petrologist with a master's degree and/or Ph.D. in Geology. If geological units containing museum quality gemstones or anomalously high concentrations of rare earth elements are found, representative specimens shall be documented and provided to an accredited repository such as the University of California, Riverside Earth and Planetary Sciences Museum, the Western Science Center in Riverside County, or any other local museum or repository willing and able to accept and house the resources to preserve for future scientific study.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure MIN-1 would ensure outcrops within 100 feet of the federal lode would be inspected prior to blasting non-rippable bedrock. Therefore, impacts would be less than significant.

6. Noise

Impact 5.13-3: The proposed project would create groundborne vibration and groundborne noise that would cause short-term and long-term vibration. [Threshold N-2]

Construction Vibration

Construction activities at project sites would generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest

vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures but can achieve the audible and perceptible ranges in buildings close to the construction site. Table 5.13-11, *Vibration Levels for Construction Equipment*, of the DEIR, lists reference vibration levels for construction equipment at 25 feet.

As shown in Table 5.13-11, of the DEIR, vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the FTA criteria for architectural damage—*e.g.,* 0.12 inches per second PPV for fragile or historical resources, 0.2 in/sec PPV for nonengineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry. Construction details and equipment for future project-level developments under the Proposed General Plan are not known at this time but may cause vibration impacts. As such, impacts would be potentially significant.

Operational Vibration

Commercial and industrial operations in the City would generate varying degrees of ground vibration, depending on the operational procedures and equipment. Such equipment-generated vibrations would spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the vibration source varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels.

Proposed General Plan Policy N-1.8 would require new development to generate operation and/or construction vibration levels no greater than 75 Vdb at the property line of a sensitive receptor. However, because specific project-level information is not available at this time, it is not possible to quantify future vibration levels at vibration-sensitive receptors that may be near future vibration sources. Therefore, due to the potential for sensitive uses within the City to be exposed to annoying and/or interfering levels of vibration from commercial or industrial operations, operations-related vibration impacts associated with implementation of the proposed project are considered potentially significant.

Mitigation Measure

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

N-2 **Vibration Analysis.** Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, within 100 feet of nonengineered timber and masonry buildings (*e.g.,* most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (*e.g.,* 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for

nonengineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed these thresholds, alternative methods shall be used, such as drilling piles instead of pile driving and static rollers instead of vibratory rollers. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

N-3 **Vibration Analysis.** Prior to discretionary approval by the City of Wildomar for industrial development projects subject to review under the California Environmental Quality Act (CEQA) (*i.e.,* nonexempt projects) that utilize equipment that has the potential to result in vibration, a vibration analysis shall be conducted to assess and mitigate potential vibration impacts. This vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer and shall follow the latest CEQA guidelines, practices, and precedents.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Implementation of Mitigation Measures N-2 and N-3 and adherence to associated performance standards would reduce construction and operational vibration to less-than-significant levels. Specifically, Mitigation Measure N-2 would require use of alternative construction techniques for construction activities proximate to historic resources to reduce potential vibration impacts during construction below the pertinent thresholds, and Mitigation Measures N-3 (operations-related vibration) would require that stationary sources reduce potential vibration impacts from commercial/industrial uses to less-than-significant levels.

7. Tribal Cultural Resources

Impact 5.18-1: Implementation of the proposed project could cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources, as defined in Public Resources Code Section 5020.1(k), or determined to be significant pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. [Threshold TCR-1]

In accordance with AB 52, the City notified four local tribes about the proposed project on September 15, 2023, to determine the potential for tribal cultural resources within the City and to determine if local knowledge of tribal cultural resources is available about the City and surrounding areas. The City's standard cultural/tribal cultural mitigation measures were sent to all tribes.

The City consulted with the Soboba Band of Mission Indians on October 16, 2023; the tribe requested a copy of the cultural resources existing conditions report and indicated that they may be revising the City's standard mitigation measures. The City consulted with the Pechanga Band of Mission Indians on November 16, 2023; the tribe was provided with a copy of the cultural resources existing conditions report. The City followed up with the Soboba tribe via email on November 13, 2023, and January 4, 2024; the City also followed up with the Pechanga tribe via email on January 4, 2024. At the time the DEIR was published, responses from the Soboba and Pechanga tribes to the City's follow-up emails have not been received. The City consulted with the Morongo Band of Mission Indians on February 21, 2024; the tribe was provided with a copy of the cultural resources existing conditions report. The tribe indicated that if Native American human remains are discovered, no photographs of the remains should be taken unless absolutely necessary, out of respect for the tribal descendants and to ensure the location of the remains are kept confidential. Should any tribal resources be discovered during ground-disturbing activities, coordination with the NAHC, project archaeologist, and tribal monitors would ensure tribal resources, including human remains, are treated with respect and in a culturally appropriate manner (see Mitigation Measure TCR-2).

All development projects that are subject to CEQA review in the City would be required to implement the City's standard tribal mitigation measures (Mitigation Measures CUL-2, TCR-1 through TCR-8), as well as consult with Native American tribes either pursuant to AB 52 and/or SB 18. For project sites that are in areas with a high sensitivity for tribal cultural resources, future project applicants would be required to submit a map, per the tribes' request, to the City of Wildomar Community Development Department identifying potential reburial locations on the project site that would not be subject to future development, paving, flooding, or erosion. The map would be kept confidential (see Mitigation Measure TCR-7) and would only be shared with the tribes for approval. Pursuant to California Government Code Section 6524 (r), records of Native American graves, cemeteries, sacred places, features, and objects are required to be confidential.

Additionally, the Proposed General Plan includes policies that would reduce impacts to tribal cultural resources, such as Policy LU-1.3, which calls for clustering of development to preserve culturally sensitive resources, Policy OS-4.2, which requires consultation with tribes pursuant to AB 52 and SB 18 for projects that could potentially impact tribal resources and the treatment of resources with appropriate dignity, and Policy OS-4.3, which requires new development to avoid and minimize impacts to archaeological resources. Therefore, implementation of the Proposed General Plan policies, mitigation measures, and compliance with state and federal regulations would reduce impacts to less than significant with mitigation incorporated.

Mitigation Measure

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

See Mitigation Measures TCR-1 through TCR-8, and CUL-2.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure CUL-2, which requires compliance with State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98(b); and Mitigation Measures TCR-1 through TCR-8, which outline procedures and requirements for the inadvertent discovery of archaeological resources, cultural resources disposition, retaining an archeologist, retaining Native American monitors from the Pechanga and Soboba tribes, preparation of archaeology Phase III and Phase IV reports, non-disclosure of reburial sites for inadvertent discoveries, and implementing no-build easements for reburial sites, would reduce impacts to less than significant.

8. Wildfire

Impact 5.20-1: Buildout of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. [Threshold W-1]

As indicated in Section 2.32.080, Emergency Plan, of the Wildomar Municipal Code, the Wildomar Disaster Council is responsible for the development of the City's emergency plan, which provides the effective mobilization of all the resources of the City, both public and private, to meet any condition constituting a local emergency. The proposed project could result in a significant impact if it would substantially impair the implementation emergency response/evacuation plans. As discussed in Chapter 3, *Project Description*, of the Draft EIR, the proposed project would increase development potential within the City, including land in Very High FHSZs and the wildland urban interface (WUI).

However, buildout under the Proposed General Plan would not result in substantial changes to the circulation patterns or emergency access routes as future development would be required to integrate the Emergency Operations Plan as necessary into development to continue its facilitation in evacuation for the people in wildfire-prone areas. Furthermore, future development in the WUI or Very High FHSZs would be required to comply with the SRA and Very High Fire Hazard Severity Zone Fire Safe Regulations, the California Building Code, the California Fire Code, the 2021-2019 Safety Element, and the Wildomar Municipal Code, which have maximum requirements for lengths of single-access roads, minimum widths of roadways, and vegetation fuel management around roadways. The Safety Element includes policies that would ensure effective emergency response, such as Policy S-48, which requires new development projects within a very high FHSZ or wildland-urban interface to provide multiple ingress and egress points to improve evacuation and emergency response access. To ensure emergency services in the City are not impaired by future development, all development projects in the City would also be reviewed by the City and CAL FIRE/Riverside County Fire Department, prior to approval. In accordance with the California Fire Code, CAL FIRE requires site design to consider fire access. Several of these requirements include vegetation management requirements, construction standards, and subdivision and building access, among others.

Construction of new development or redevelopment could cause a temporary impairment of an evacuation route due to road closures. If temporary roadway closures or reduction in access/capacity are necessitated during construction (*i.e.,* to connect to utilities) the City will require issuance of an encroachment permit approved by the Public Works Director. Section 12.08.020 of the Wildomar Municipal Code allows the City to condition issuance of an encroachment permit to assure safety of the travelling public. The encroachment permit would identify road closures or detours, duration of the construction period, and direct impacts of construction. As part of its development review practices, the City will coordinate the permit review process with Riverside County Fire Department (RCFD), and/or CAL FIRE. Review and approval of any temporary lane closures. The review and coordination of the encroachment permit required by municipal code will ensure that that no inconsistencies with emergency evacuation plans would occur.

Implementation of the Proposed General Plan policies and applicable plans, as well as compliance with the California Fire Code and Building Code would ensure impacts to emergency response and evacuation plans are reduced. Future development, regardless of whether it includes new development or redevelopment, is required to comply with adopted local, regional, and State plans and regulations addressing emergency access, response, and evacuation. Additionally, all development projects in the City would be required to implement Mitigation Measure HAZ-1 and Mitigation Measure HAZ-2, which require compliance with the 2022 California Building Code and 2022 California Fire Code (or most recent versions) and compliance with the vegetation management requirements in California Fire Code Section 4906 and California Government Code Section 51182, respectively. As such, impacts would be less than significant with mitigation incorporated.

Mitigation Measure

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

See Mitigation measures HAZ-1 and HAZ-2

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure HAZ-1 requires compliance with the 2022 California Building Code and the 2022 California Fire Code (or most recent versions), and Mitigation Measure HAZ-2 requires that an applicant demonstrate that a project is in compliance with the vegetation management requirements. Therefore, Mitigation Measures HAZ-1 and HAZ-2 would reduce potential impacts associated with wildfires to a level that is less than significant.

Impact 5.20-2: The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to elevated particulate concentrations from a wildfire. [Threshold W-2]

The City is vulnerable to and at significant risk of wildfires. Bordered by undeveloped hillsides in the northern, eastern, and southwestern portions of the City, the City is in proximity to areas with fuel mixes that could easily ignite and encroach into the community. During a wildfire event, people within the air basin are exposed to elevated levels of fine particulate matter due to smoke. The type and extent of vegetation and fuel, wind and climatic patterns, general topography and canyons, and other local characteristics make the City more vulnerable to wildfires.

The eastern and western portions of the City are in Very High FHSZs, as shown on Figure 5.20-1, of the DEIR. Residential, commercial, industrial, and open space uses under the Proposed General Plan would be located in the Very High FHSZs and WUIs. To protect development in these areas, the City and State require adherence to a wide range of state and local codes (California Fire Code, California Building Code, Very High FHSZ Fire Safe Regulations, and other standards). Additionally, future potential development under the Proposed General Plan would be required to comply with 2021-2029 Safety Element Policy S-50, which requires site design to account for topographical conditions and reduce the increased risk for sites located near ridgelines, plateau escarpments, saddles, hillsides, peaks, or other areas where the terrain or topography affect its susceptibility to wildfires. Therefore, future potential develop would be designed to reduce the spread of wildfire due to topography and slopes, and reduce the potential to exposure occupants to pollutant concentrations Furthermore, all development projects in the City would be required to implement Mitigation Measure HAZ-1 and Mitigation Measure HAZ-2, which require compliance with the 2022 California Building Code and 2022 California Fire Code (or most recent versions) and compliance with the vegetation management requirements in California Fire Code Section 4906 and California Government Code Section 51182, respectively.

Other factors, such as vegetation, have the potential to exacerbate wildfire risks. During late summer and fall when temperatures and winds are high and relative humidity is low, brush vegetation can dry out, particularly in areas with unirrigated vegetation, becoming extremely flammable and increasing wildfire risks. The 2021-2029 Safety Element and the City of Wildomar LHMP contain several vegetation management, fuel reduction, and fuel break policies which are aimed to reduce the uncontrolled spread of wildfire due to vegetation. For example, Policy S-46 of the Safety Element calls for the City to work with property owners of existing developments to meet current State and/or locally adopted fire safety standards to ensure adequate vegetation clearance. Policy S-49 of the Safety Element requires conceptual landscaping plans for development in Very Fire Hazard Severity Zones prior to the issuance of development permits. Policy S-46 and Policy S-50 of the Safety Element would ensure that sources of fuel would be minimized, thereby reducing the spread of fires.

Future development in the City would be required to comply with the California Building Code and California Fire Code. Moreover, the City of Wildomar is under the Wildomar Emergency Operations Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires.

Implementation of the Proposed General Plan policies and applicable plans, as well as compliance with the California Fire Code and California Building Code would ensure that wildfire risks due to slopes,

prevailing winds, and other factors are not exacerbated. As such, impacts would be less than significant with mitigation incorporated.

Mitigation Measure

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

See Mitigation measures HAZ-1 and HAZ-2

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure HAZ-1 requires compliance with the 2022 California Building Code and the 2022 California Fire Code (or most recent versions), and Mitigation Measure HAZ-2 requires that an applicant demonstrate that a project is in compliance with the vegetation management requirements. Therefore, Mitigation Measures HAZ-1 and HAZ-2 would reduce potential impacts associated with wildfires to a level that is less than significant.

D. Significant and Unavoidable Significant Impacts that Cannot Be Mitigated to Below the Level of Significance

The following summary describes the unavoidable adverse impacts of the proposed project where either mitigation measures were found to be infeasible, or the mitigation measures are under the control of another lead agency. The following impacts would remain significant and unavoidable:

1. Agricultural and Forestry Resources

Impact 5.2-1: The proposed project would convert farmland to nonagricultural uses. [Thresholds AG-1 and AG-5 (part)]

CEQA considers impacts to three categories of farmland—Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. Development of these lands would convert the land to nonagricultural uses, which is considered a significant impact. Although agricultural uses would be allowed until building occurs, the eventual development of the land would result in the loss of the resource.

The Land Evaluation and Site Assessment (LESA) Model is a point-based approach for rating the relative importance of agricultural land resources based upon specific measurable features and was developed to provide lead agencies with an optional methodology to ensure that potentially significant effects on the environment of agricultural land conversions are quantitatively and consistently considered in the environmental review process (Public Resources Code Section 21095), including in CEQA

analysis. The California Agricultural LESA Model evaluates measures of soil resource quality, a given project's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. For a given project, the factors are rated, weighted, and combined, resulting in a single numeric score. The project score becomes the basis for making a determination of a project's potential significance. The LESA model is used as part of a development application as there is information regarding the site that is needed from the property owner.

The model was not run for this EIR as there is a lack of site-specific information, and because as a long-term document it is likely that site conditions regarding the 11.6 acres of Prime Farmland will change and need to be reflected in the model at the time of development application. As shown in Table 5.2-2, *California LESA Model Scoring CEQA Thresholds,* of the DEIR, the model provides a single result weighted on a number of factors that can determine the level of significance for CEQA. While it is possible that the LESA model results for the 11.6 acres would show that conversion of this land is not significant, this EIR assumes that the property is designated Prime Farmland and would be eventually converted to non-agricultural uses through implementation of the proposed project.

Wildomar is mostly developed and is therefore characterized by its urbanizing landscape with areas of vacant and undeveloped parcels. The Proposed General Plan would allow for development of currently undeveloped parcels, redevelopment of currently developed parcels, and intensification of land uses in some areas of the City. Of the 1,733 acres of farmland in the City, approximately 69.4 acres are designated Prime Farmland and Unique Farmland. There are no lands in the City designated as Farmland of Statewide Importance.

Of the 69.4 acres, 57.8 acres is considered Unique Farmland with a Rural Mountainous (RM) land use designation. The RM land use designation allows for agricultural uses and the proposed project does not recommend a change to this land use designation. The remaining 11.6 acres is the only Prime Farmland within the City as mapped by the CDC (see Figure 5.2-1, *Farmland Designations*, of the DEIR). This site, on the northeast corner of Corydon Road and Grand Avenue is currently designated Commercial Retail in the General Plan, and is proposed to change to Mixed Use High under the proposed project. The site is not actively farmed, and historical photographs show a previous orchard as shown in an aerial photograph dated May 1994, though the trees are not visible in an April 2023 aerial photograph from Google Earth. As shown in Figure 5.2-2, *Aerial Photograph of Prime Farmland,* of the DEIR, the property is surrounded by residential and commercial development.

The proposed land use plan (see Figure 3-4, *Proposed Land Use Plan,* of the DEIR) does not include an agricultural designation. However, the following land use designations would allow for agricultural uses: RM (Rural Mountainous), LLR (Large Lot Residential), EDR (Estate Density Residential), VLDR (Very Low Density Residential), and LDR (Low Density Residential). While agricultural uses would be allowed to continue under the proposed project, no agricultural lands designated by the FMMP as Prime Farmland and Unique Farmland would be preserved under the Proposed General Plan. Therefore, the proposed project could convert approximately 1,733 acres of farmland to nonagricultural uses, including 11.6 acres of Prime Farmland and 57.8 acres of Unique Farmland, which is a significant impact.

In general, mitigation measures should consider the following five possibilities.

1. **Avoidance.** The 11.6 acres of Prime Farmland site is surrounded by urban development and is unlikely to support commercial scale agriculture. The adjacency of sensitive receptors makes the use of many agricultural uses more difficult. Factors such as noise, dust, odor, vibration, and the use of insecticides/pesticides is made more complex by the adjacency of people. The property is on a busy intersection and has been labeled for development for over 20 years, and is surrounded by urban development; avoidance is not feasible. While the small size might not provide for conventional agriculture, specialty agriculture such as strawberries or other high-value crops could be farmed at this site.

2. **Minimizing the Impact.** As there are no other Prime Farmlands within the City besides the aforementioned 11.6-acre site, minimizing the impact to this one site is not feasible. The 11.6-acre site is completely surrounded by urban uses so any setback would need to be on the site itself, (or remove existing buildings) essentially defeating the purpose of minimizing the impact by further reducing the amount of agricultural land.

3. **Rectifying through Repair, Rehabilitation, or Restoration.** While the site is not currently farmed, it is possible that the site could be farmed in the future. The property is not within an irrigation district so water for farming would need to come from the Elsinore Valley Municipal Water District (EVMWD). With water, the site could be used as mitigation for agricultural land conversion elsewhere in the City, however, as noted there are no other lands requiring mitigation in the City. Rehabilitating the land for agricultural use would result in the same adjacency difficulties outlined in Possibility 1. *Avoidance,* above.

4. **Reducing or Eliminating the Impact Over Time by Preservation and Maintenance.** Review of the aerial photographs of the 11.6-acre Prime Farmland site dating to the mid-1990s shows that the orchard was allowed to die off and eventually all the trees were removed. The site looks to be regularly disced for weed abatement and fire control. While this can continue to occur, it is not an agricultural use. The preservation of the land in its current form would eliminate the potential impact, as the land would not be converted to non-agricultural uses. However, it seems unlikely that a vacant site of this size surrounded by urban uses in the City would remain a disced field in perpetuity. Therefore, reducing or eliminating the impact through preservation and maintenance is not feasible mitigation.

5. **Compensating for the Impact Through Replacement or Substitute Resources.** Compensatory mitigation is where a project would offset an impact through recreation of the resource (*e.g.,* creating wetlands), or by purchasing credits in a form of a mitigation bank where the resource has already been created. Purchase of an easement that protects an existing resource is also a form of mitigation but comes with the obvious drawback that it is not a replacement of the affected resource, only a means of reducing further loss of the resource in the future.

As the proposed project cannot avoid, minimize, rectify, or eliminate the impact over time, the only potential mitigation available is that of an agricultural easement on existing agricultural land. Under this method, an easement is purchased that covers land that is already farmed and that would preclude future urban development in perpetuity. For some cities, this method is an effective means of providing a greenbelt or buffer between the built environment and agricultural use, preventing future conversion

of agricultural land to urban uses. The City of Wildomar has no greenbelt and there is no adjacent agricultural land to protect as the boundaries of the City are either another urban city or mountains. An agricultural easement would prevent future conversion but does not address the actual loss of the farmland resource.

The City is surrounded by the incorporated cities of Menifee, Lake Elsinore, and Murietta. The City does not have a sphere of influence and is unlikely to annex land because of the surrounding cities and the mountains to the west. There is no other agricultural land in the surrounding area, so any form of easement would need to be outside of the surrounding area, and in unincorporated Riverside County.

As shown in Table 5.2-1, *Farmland Designations*, of the DEIR, the 11.6 acres of Prime Farmland represent approximately 0.08 percent of the entire City. Most of the City (approximately 53.4 percent) is designated as Other Land. As shown on Figure 3-3, *Existing Land Use Plan,* of the DEIR, and Figure 5.2-1, of the DEIR, lands that are designated Prime and Unique Farmland are currently designated CR (Commercial Retail) and RM (Rural Mountainous). As such, Prime and Unique Farmland in the City are already considered converted to nonagricultural uses.

While the amount of Prime and Unique Farmland in the City is statistically small in comparison to the City, the proposed project could result in the conversion of agricultural land to nonagricultural uses without adequate mitigation to reduce the impact to less than significant. This impact is considered potentially significant.

Mitigation Measure

AG-1 Prior approval of any development permit on land considered prime, of statewide significance, or unique, the City shall require the following:

1. Completion of the California Department of Conservation Land Evaluation & Site Assessment Model. If the model score is 39 points or less, conversion of the land is not significant, and no further mitigation is required. If the model score is between 40 and 79 points, conversion of the land to urban uses may be significant but will depend on the results of the model. A LESA model score of 80 or greater identifies the conversion as significant and will require mitigation.

2. If the LESA model results determine that conversion of the land to urban uses is a significant impact, the development shall be conditioned to provide either an agricultural easement on existing farmland with a similar or greater LESA model score, or the creation of new agricultural land and easement at a 1:1 ratio.

Finding:

As indicated on page 5.2-14 of Section 5.2, *Agriculture and Forestry Resources,* even with the implementation of Mitigation Measure AG-1, the 11.6-acre site designated Prime Farmland would be converted to non-agricultural uses. Because the proposed project cannot avoid, minimize, rectify, or eliminate the impact of converting farmland to non-farmland, the only potential mitigation available is that of an agricultural easement on existing agricultural land. This is not an effective means of providing a buffer between the built environment and agricultural land because the City has no greenbelt and there is no

agricultural land to protect. As such, an easement or creation of new agricultural land at a 1:1 ratio would diminish but not reduce impacts associated with the actual loss of farmland to less than significant. There are no other feasible mitigation measures and impacts would remain significant and unavoidable.

Changes or alterations have been required in, or incorporated into, the project that lessens the significant environmental effect as identified in the Draft EIR.

The City finds that there are no additional mitigation measures beyond Mitigation Measure AG-1 that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would substantially lessen or mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities, make infeasible the alternatives identified in the EIR (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

2. Air Quality

Impact 5.3-1: Buildout of the Proposed General Plan, and associated emissions, would exceed the assumptions of the South Coast AQMD's AQMP. [Threshold AQ-1]

The South Coast AQMD is directly responsible for reducing emissions from area, stationary, and mobile sources in the SoCAB to achieve the National and California Ambient Air Quality Standards (AAQS) and has responded to this requirement by preparing an AQMP. The South Coast AQMD Governing Board adopted the 2022 AQMP, which is a regional and multiagency effort (South Coast AQMD, CARB, SCAG, and EPA).

A consistency determination with the AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

The two principal criteria for conformance with an AQMP are:

1. Whether the project would exceed the assumptions in the AQMP.

2. Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

SCAG is South Coast AQMD's partner in the preparation of the AQMP, providing the latest economic and demographic forecasts and developing transportation measures. Regional population, housing, and

employment projects developed by SCAG are based, in part, on general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP.

Criterion 1

Table 5.3-9, *Comparison of Population and Employment Forecast*, of the DEIR, compares the population and employment growth forecast under the proposed project to the existing conditions. Table 5.3-9, of the DEIR, shows that the proposed project would result in more VMT as a result of an increase in population; however, VMT per service population would decrease from the existing conditions as well as from the current General Plan. As a result, the proposed project provides a more efficient land use than existing conditions and a more efficient land use plan that reduces VMT per resident and employee. Therefore, the proposed project would be consistent with the AQMP under the first criterion.

Criterion 2

The SoCAB is designated nonattainment for Ozone (O_3) and fine inhalable particulate matter ($PM_{2.5}$) under the California and National AAQS, nonattainment for coarse inhalable particulate matter (PM_{10}) under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS. Because the proposed project involves long-term growth associated with buildout of the City, cumulative emissions generated from operation of individual development projects would exceed the South Coast AQMD regional and localized thresholds (see Impact 5.3-3 of the DEIR). Consequently, emissions generated by development projects in addition to existing sources in the City are considered to cumulatively contribute to the nonattainment designations of the SoCAB. Buildout of the proposed land use plan associated with the proposed project could contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP, and emissions generated from buildout would result in a significant air quality impact. Therefore, the proposed project would be inconsistent with the AQMP. As identified in Impact 5.3-3, of the DEIR, the proposed project would result in a substantial increase in volatile organic compounds (VOC), nitrogen oxides (NO_X), and carbon monoxide (CO) compared to existing conditions.

Summary

Buildout of the Proposed General Plan would be consistent with the AQMP under the first criterion. However, air pollutant emissions associated with buildout of the proposed project would cumulatively contribute to the nonattainment designations in the SoCAB. Therefore, the proposed project would be inconsistent with the AQMP.

Mitigation Measures

AQ-1 Prior to discretionary approval by the City of Wildomar for development projects subject to CEQA (California Environmental Quality Act) review (*i.e.*, nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Wildomar Planning Department for review and approval. The evaluation shall be prepared in conformance with the South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts.

Specifically, project applicants of discretionary projects within 1,000 feet of sensitive land uses (e.g., residences, schools, day care facilities, and nursing homes, etc.), as measured from the property line of the project site, that utilize off-road equipment of 50 horsepower or more, and that occur for more than 2 months of active construction (i.e., exclusive of interior renovations) shall prepare a construction health risk assessment (HRA) in accordance with policies and procedures of the South Coast AQMD. If the construction HRA shows that the incremental cancer risk exceeds 10 in a million, the appropriate noncancer hazard index exceeds 1.0, or the thresholds as determined by the South Coast AQMD, then the project applicant shall identify and demonstrate measures, such as those listed below, that can reduce potential cancer and noncancer risks to an acceptable level.

If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Wildomar Building & Safety department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include but are not limited to the following:

- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
  - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every four hours to active soil disturbing activities.
  - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings.

These identified measures shall be incorporated into all appropriate construction documents (*e.g.*, construction management plans) submitted to the City and shall be verified by the City's Planning Department.

AQ-2 Prior to discretionary approval by the City of Wildomar for development projects subject to CEQA (California Environmental Quality Act) review (*i.e.*, nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project

operation-phase-related air quality impacts to the City of Wildomar Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Wildomar Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval.

Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 § 2485).
- Provide bicycle parking facilities per the Nonresidential Voluntary Measures and Residential Voluntary Measures of CALGreen.
- Provide facilities to support electric charging infrastructure per the Nonresidential Voluntary Measures and Residential Voluntary Measures of CALGreen.
- Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (*e.g.*, dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.

Finding:

As indicated on page 5.3-54 of Section 5.3, *Air Quality,* while the incorporation of Mitigation Measures AQ-1 an AQ-2 would reduce criteria air pollutant emissions associated with buildout, the proposed project is inconsistent with the South Coast AQMD's AQMP because the proposed project would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB.

As identified on page 5.3-44 under Impact 5.3-3, of the DEIR, the proposed project would result in a substantial increase in VOC, NO_X, and CO compared to existing conditions. There is no feasible mitigation to address the increase in VOC emissions due to the increase in consumer product use, at a

community-wide level, because these products are regulated by CARB via manufacturing requirements and are widely available to the public. The increase in NO_X and CO emissions is also a result of the increase in mobile source and offroad equipment emissions. The City cannot regulate vehicle and offroad equipment fuel efficiencies and cannot preclude residents and employees in the City from purchasing vehicles available on the market. Because the source of these emissions is regulated by other public agencies that the City does not have jurisdiction over, there are no additional feasible mitigation measures and impacts would remain significant and unavoidable.

Changes or alterations have been required in, or incorporated into, the project that lessens the significant environmental effect as identified in the Draft EIR.

The City finds that there are no additional mitigation measures beyond Mitigation Measures AQ-1 and AQ-2 that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would substantially lessen or mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities, make infeasible the alternatives identified in the EIR (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.3-2: Construction activities associated with future development that would be accommodated under the Proposed General Plan could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria. [Threshold AQ-2 and AQ-3]

Construction activities under the proposed project would also temporarily increase PM_{10}, $PM_{2.5}$, VOC, NO_X, SO_X, and CO regional emissions in the SoCAB. The primary source of NO_X, CO, and SO_X emissions is the operation of construction equipment. The primary sources of particulate matter (PM_{10} and $PM_{2.5}$) emissions are activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary sources of VOC emissions are the application of architectural coating and off-gas emissions associated with asphalt paving. A discussion of health impacts associated with air pollutant emissions generated by construction activities is included under "Air Pollutants of Concern" in Section 5.3.1.2, *Regulatory Framework,* of the DEIR.

Construction activities associated with the proposed project would occur over the buildout horizon of the plan, causing short-term emissions of criteria air pollutants. However, information regarding specific development projects, soil types, and the locations of receptors would be needed to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with buildout of the proposed project, emissions would likely exceed the South Coast AQMD regional significance thresholds. In accordance with the South Coast AQMD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SoCAB.

Air quality emissions related to construction must be addressed on a project-by-project basis. For the proposed project, which is a broad-based policy plan, it is not possible to determine whether the scale and phasing of individual projects would exceed the South Coast AQMD's short-term regional or localized construction emissions thresholds. In addition to regulatory measures—*e.g.*, South Coast AQMD Rule 403 for fugitive dust control, Rule 1113 for architectural coatings, and CARB's Airborne Toxic Control Measures—mitigation imposed at the project level may include extension of construction schedules and/or use of special equipment. Policy OS-2.2 in Open Space and Conservation Element would also require compliance with South Coast AQMD regulations and support appropriate future measures to reduce fugitive dust emanating from new project construction sites.

Localized Significance Thresholds (LSTs)

Implementation of the Proposed General Plan could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevating those levels. Unlike regional emissions as shown in Table 5.3-10, localized concentrations refer to an amount of pollutant in a volume of air (ppm or $\mu g/m^3$) and can be correlated to potential health effects. LSTs are the amount of project-related emissions at which localized concentrations (ppm or $\mu g/m^3$) would exceed the ambient air quality standards for criteria air pollutants for which the SoCAB is designated a nonattainment area.

Construction LSTs

Buildout of the Proposed General Plan would occur over the buildout horizon of the plan via several smaller projects, each with its own construction time frame and equipment. Because an LST analysis can only be conducted at a project-level, quantification of LSTs is not applicable for the program-level environmental analysis of the Proposed General Plan. Because potential development and redevelopment could occur close to existing sensitive receptors, future development projects that would be accommodated by the Proposed General Plan have the potential to expose sensitive receptors to substantial pollutant concentrations. Construction equipment exhaust combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions and result in potentially significant impacts.

While individual projects under the proposed project may not exceed the South Coast AQMD regional significance thresholds, the likely scale and extent of construction activities associated with future development projects under the Proposed General Plan would likely continue to exceed the relevant South Coast AQMD thresholds for some projects. Construction-related regional and localized air quality impacts of developments that would be accommodated by the proposed project would be potentially significant.

Mitigation Measures

See Mitigation Measure AQ-1.

Finding:

As indicated on page 5.3-54 of Section 5.3, *Air Quality,* buildout of the proposed project would generate short-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Individual projects under the proposed project may not exceed South Coast AQMD's regional significance thresholds with implementation of Mitigation Measure AQ-1. Information regarding specific development projects, soil types, and the locations of receptors would be needed to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with future development accommodated under the Proposed General Plan and lack of specific site information, construction emissions would likely exceed the relevant South Coast AQMD thresholds for some projects. Air quality emissions related to construction must be addressed on a project-by-project basis. The Proposed Project is a broad-based policy plan, and therefore, it is not possible to determine whether the scale and phasing of individual/specific projects would exceed the South Coast AQMD's short-term regional or localized construction emissions thresholds. Without specific project detail it would too speculative to evaluate impacts at a project level. As such, there are no additional feasible mitigation measures and impacts would remain significant and unavoidable.

Changes or alterations have been required in, or incorporated into, the project that lessens the significant environmental effect as identified in the Draft EIR.

The City finds that there are no additional mitigation measures beyond AQ-1 that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would substantially lessen or mitigate this impact to a less-than-significant level, and further, that specific economic,

legal, social, technological, or other considerations, including considerations for the provision of employment opportunities, make infeasible the alternatives identified in the EIR (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.3-3: Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations. [Threshold AQ-2]

The Proposed General Plan guides growth and development in the City by designating allowed land uses by parcel and through implementation of its goals and policies. New development would increase air pollutant emissions in the City and contribute to the overall emissions in the SoCAB. A discussion of health impacts associated with air pollutant emissions generated by operational activities is included under "Air Pollutants of Concern" in Section 5.3.1.2, *Regulatory Framework,* of the DEIR. The proposed project sets up the framework for growth and development but does not directly result in development. Before development can occur, it must be analyzed for conformance with the general plan, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Criteria Air Pollutant Emissions Forecast

The emissions forecast for Wildomar is shown in Table 5.3-10, *City of Wildomar Regional Criteria Air Pollutant Emissions Forecast,* of the DEIR. As shown in Table 5.3-10, of the DEIR, buildout of the proposed project would result in an increase in long-term emissions that exceed the daily South Coast AQMD thresholds for VOC, NO_X, and CO. Emissions of sulfur dioxide (SO_2), PM_{10}, and $PM_{2.5}$ would slightly increase compared to the existing land uses in the City in 2045, but would not exceed the South Coast AQMD thresholds.

The increase in VOC emissions compared to the existing land uses is a result of the increase in residential uses, which result in an increase in consumer product use. Emissions of VOC that exceed the South Coast AQMD regional significance thresholds would contribute to the O_3 nonattainment designation of the SoCAB. The increase in NO_X and CO emissions is a result of the increase in mobile source and offroad equipment emissions. Emissions of NO_X that exceed South Coast AQMD's regional significance thresholds would cumulatively contribute to the O_3 and particulate matter (PM_{10} and $PM_{2.5}$) nonattainment designations of the SoCAB.

Furthermore, the proposed project includes policies that would contribute to reducing operational emissions associated with development projects. Policies OS-2.5, OS-6.1, OS-6.2, OS-6.5, and OS-6.8 and Policies LU-4.2, LU-9.4, and LU-10.1 would reduce GHG emissions and energy demand and therefore have air quality co-benefits. In addition, Policies CI-5.5, CI-5.7, and CI-5.12 would help reduce VMT and vehicle congestion to improve air quality. Despite the policies in the Proposed General

Plan, the proposed project would exceed the South Coast AQMD regional significance thresholds and would contribute to the nonattainment designation of the SoCAB.

Environmental Justice

South Coast AQMD is taking steps to address localized impacts and exposures within environmental justice (EJ) communities. EJ communities are disproportionally impacted by various types of pollution and experience health, social, and economic inequalities. These inequities can also make residents of EJ communities more vulnerable to the effects of environmental pollution. These communities are often located near multiple air pollution sources including both mobile sources and commercial and industrial facilities. The most critical air pollutant affecting health in the SoCAB is $PM_{2.5}$, which includes diesel particulate matter (DPM). Policy OS-2.3 and Policy LU-11.1 would ensure development to be compatible with surrounding land uses to reduce environmental effects on sensitive receptors.

Mitigation Measures

See Mitigation Measure AQ-2.

Finding:

As indicated on page 5.3-54 through page 5.3-57 of Section 5.3, *Air Quality,* buildout of the proposed project would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Implementation of Mitigation Measure AQ-2 would reduce air pollutant emissions; however, the increase in VOCs compared to existing baseline year conditions from residential development and consumer products would be significant and unavoidable (see Table 5.3-11, *City of Wildomar Regional Criteria Air Pollutant Emissions Forecast Compared to Existing Conditions*). There is no feasible mitigation to address the increase in VOC emissions at a community-wide level because these products are regulated by CARB via manufacturing requirements and are widely available to the public. The City has no regulatory authority over the manufacture or use of these products. As such, there are no additional feasible mitigation measures and impacts would remain significant and unavoidable.

Changes or alterations have been required in, or incorporated into, the project that lessens the significant environmental effect as identified in the Draft EIR.

The City finds that there are no additional mitigation measures beyond Mitigation Measure AQ-2 that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would substantially lessen or mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities, make infeasible the alternatives identified in the EIR (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.3-4: The proposed project would expose sensitive receptors to substantial toxic air contaminant concentrations. [Threshold AQ-3]

CO Hotspots

Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact. Implementation of the proposed project under horizon year conditions would add vehicle trips but is not anticipated to produce the volume of traffic required to generate a CO hotspot. According to traffic volume data provided by Chen Ryan Associates, the intersection that would experience the greatest traffic volumes in 2045 would be the I-15 NB Ramps to Wildomar Trail on Clinton Keith Road, with an estimated 49,300 average daily trips (ADT). As an industry standard, the ADT are divided by 10 to identify the estimated peak hour traffic volumes at this intersection. Based on this, the intersection the I-15 NB Ramps to Wildomar Trail on Clinton Keith Road would experience an estimated 4,930 peak hour vehicle trips. Thus, implementation of the proposed project would not produce the volume of traffic required to generate a CO hotspot, and CO hotspots impacts would be less than significant.

Localized Significance Thresholds (LSTs)

Unlike regional emissions as shown in Table 5.3-10, of the DEIR, localized concentrations refer to an amount of pollutant in a volume of air (ppm or $\mu g/m^3$) and can be correlated to potential health effects. LSTs are the amount of project-related emissions at which localized concentrations (ppm or $\mu g/m^3$) would exceed the ambient air quality standards for criteria air pollutants for which the SoCAB is designated a nonattainment area.

Operational LSTs

The types of land uses that could generate substantial amounts of stationary source emissions include industrial land uses, which is a land use accommodated under the Proposed General Plan (see Table 3-2, *Proposed General Plan Land Use Conversion Table,* of the DEIR). Implementation of the Proposed General Plan policies could contribute to reducing criteria air pollutant emissions to nearby sensitive receptors.

Policy OS-2.3 and Policy LU-11.1 would ensure proposed industrial development would be compatible with surrounding land uses to reduce environmental effects on sensitive receptors. Policy OS-2.4 through Policy OS-2.6 would promote protection of air quality and minimize operation-related emissions in the City. The aforementioned policies of the Proposed General Plan would contribute to minimizing localized operation-related emissions from individual land use development projects accommodated in the Proposed General Plan to the extent possible.

However, per the LST methodology, information regarding specific development projects and the locations of receptors would be needed in order to quantify the levels of localized operation and construction-related impacts associated with future development projects. Thus, because the Proposed General Plan is a broad-based policy plan and does not itself propose specific development projects, it is not possible to calculate individual project-related operation emissions at this time.

Overall, because of the likely scale of future development and the inclusion of industrial uses that would be accommodated by the Proposed General Plan, some development projects could likely exceed the LSTs. Therefore, localized operation-related air quality impacts associated with implementation of the Proposed General Plan are considered potentially significant impacts.

Health Risk: Toxic Air Contaminants

The allowed development under the Proposed General Plan could elevate concentrations of Toxic Air Contaminants (TACs) (*e.g.,* DPM) in the vicinity of sensitive land uses during temporary construction activities that would use offroad equipment operating on-site, and at different levels depending on the type of activity (for example, limited to none during installation of utilities, and more during grading activities). Operation of the development allowed under the Proposed General Plan would also generate DPM emissions from diesel truck activity (truck maneuvering and idling), transport refrigeration units (TRUs), and diesel-fueled off-road equipment (*i.e.*, forklifts and yard trucks) in proximity to nearby sensitive receptors.

Permitted Stationary Sources

Various industrial and commercial processes (*e.g.*, manufacturing, dry cleaning) allowed under the proposed land use plan would be expected to release TACs. Industrial land uses, such as chemical processing facilities, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from South Coast AQMD. Policy OS-2.3 would ensure development to be compatible with surrounding land uses to reduce environmental effects on sensitive receptors. Additionally, emissions of TACs would be controlled by South Coast AQMD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under South Coast AQMD Rule 1401, which would ensure less than significant impacts.

Industrial Land Uses

Warehousing or industrial operations generate substantial DPM emissions from off-road equipment use, truck idling, and/or use of TRUs for cold storage. The Proposed General Plan would result in net increase of 1,393,616 square feet of industrial land use at buildout under the Light Industrial (LI) and Business Park (BP) land use designations, primarily on the north side of Clinton Keith Road and west of Elizabeth Lane, as shown in Figure 3-4, *Proposed Land Use Plan,* of the DEIR. However, Policy OS-2.3 in the Open Space and Conservation Element and Policy LU-11.1 in the Land Use Element would ensure proposed industrial development to be compatible with surrounding land uses to reduce environmental effects on sensitive receptors.

Though stationary sources associated with the Proposed General Plan would be required to comply with South Coast AQMD Rule 1401, truck idling does not fall under the purview of the air district. Therefore, health risk impacts from development of industrial warehousing are considered potentially significant.

Mitigation Measures

AQ-3 **Industrial and Warehouse Development Health Risk Assessments.** Prior to discretionary approval by the City of Wildomar, project applicants for new industrial or warehousing development projects that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (*e.g.*, residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit an operational health risk assessment (HRA) to the City of Wildomar Planning Department for review and approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast AQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceeds the respective threshold, as established by the South Coast AQMD at the time a project is considered, the project applicant will be required to identify best available control technologies for toxics (T-BACTs) and appropriate enforcement mechanisms and demonstrate that they are capable of reducing potential cancer and noncancer risks to an acceptable level. T-BACTs may include but are not limited to restricting idling on-site or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

Finding:

As indicated on page 5.3-57 of Section 5.3, *Air Quality,* Mitigation Measure AQ-3 would require HRAs for applicable industrial projects to ensure that T-BACTs are utilized to reduce potential cancer and noncancer risks to an acceptable level. Although individual projects would achieve project-level risk thresholds, the net increase in industrial land use allowed under the proposed project would generate TACs that could contribute to elevated levels in the air basin and cumulatively contribute to higher levels of cancer risk in the SoCAB. At a programmatic level analysis, it is not feasible to quantify the increase in TACs from stationary and industrial sources associated with the proposed project. As such, there are no additional feasible mitigation measures and impacts would remain significant and unavoidable.

Changes or alterations have been required in, or incorporated into, the project that lessens the significant environmental effect as identified in the Draft EIR.

The City finds that there are no additional mitigation measures beyond Mitigation Measure AQ-3 that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would substantially lessen or mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities, make infeasible the alternatives identified in the EIR (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific

overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

3. Biological Resources

Impact 5.4-1: Buildout of the proposed Land Use Plan could impact sensitive or special-status plant and animal species known to occur in the City of Wildomar. [Threshold B-1]

Within the City limits and its vicinity, there are several sensitive plant and animal species known to occur. As listed in Table 5.4-1, *Special-Status Plant Species Identified in the Literature Review*, and Table 5.4-2, *Special-Status Wildlife Species Identified in the Literature Review*, of the DEIR, respectively, there are a total of 36 special-status plant species and 43 special-status wildlife species potentially occurring within and adjacent to the area. Some of the sensitive wildlife species that have been observed or potentially occurring within and adjacent to the City include, but not limited to, fairy shrimp species, Cooper's hawk, burrowing owl, coastal Califor-nia gnatcatcher, least Bell's vireo, southern California rufous-crowned sparrow, Stephens' kangaroo rat, and mountain lion. The City is urbanized and bisected by I-15, and therefore provides minimal habitat value for sensitive and special status species. However, less developed areas of the City—such as vacant land, open space areas, water features, and agricultural land as well as the foothills of the Cleveland National Forest (located in the southwestern portion of the City) and the Santa Margarita and Elsinore Mountains—have the potential to support native species and natural communities/habitat that may allow for wildlife migration.

The City is within the Elsinore Area Plan, which is a part of the MSHCP—specifically, Subunit 3–Elsinore and Subunit 4–Sedco Hills. Subunit 3–Elsinore is in and adjacent to the western portion of the City, and Subunit 4–Sedco Hills covers most of the mountains from the northeastern portion to the southeastern portion of the City, as shown on Figure 5.4-2, of the DEIR. Land within the subunits contains habitat and wildlife corridors that is more suitable for sensitive or special-status species as opposed to the rest of the City, which is urbanized and may not contain suitable habitat. Within these subunits, 15 sensitive plant and 25 animal species have been known to occur as mentioned in Section 5.4.1.2 and shown in Table 5.4-2 of the Draft EIR. One of the main goals of the Elsinore Area Plan is to conserve existing habitat for the various plant and animal species and link existing suitable habitats.

A majority of Subunit 3–Elsinore is developed, while the majority of Subunit 4–Sedco Hills is undeveloped hills and mountains. Under the proposed project, the areas in and adjacent to Subunit 3–Elsinore would remain mostly developed with residential and light industrial uses. Additionally, Subunit 4–Sedco Hills would be developed with a mix of low residential designations and open space lands. Compared to existing conditions, the addition of low-density development would increase impacts to sensitive species in Subunit 4–Sedco Hills. Buildout of the City in accordance with the Proposed General Plan could impact special status vegetation or wildlife.

The MSHCP identifies mountain lion (a candidate for state listing) as a planning species in Existing Cores A, B, C, F, G, I, J, K, L and M; Proposed Cores 3, 4, 6 and 7; Existing Linkage A; Proposed Linkage 1, 5, 9, 10, 11, 15, 17, and 18; and Proposed Constrained Linkage 1, 2, 5, 10, 11, 14. The following Cores are considered "live in" Cores for mountain lion:

- Existing Core B – Cleveland National Forest,
- Existing Core G – Santa Margarita Ecological Reserve,
- Existing Core K – San Bernardino National Forest,
- Existing Core L – Beauty Mountain,
- Existing Core M – Agua Tibia Mountains,
- Existing Linkage A – BLM land east of Rainbow Creek
- Proposed Core 3 – Badlands / Potrero

The City is not within the key habitat areas and linkages within the MSHCP Plan Area for conservation of the mountain lion and therefore buildout of the City would not result in significant impacts to mountain lion movements. Mountain lion is a Covered Species Adequately Conserved per the MSHCP, and therefore, as long as the terms of the MSHCP are implemented, Wildlife Agencies would not require additional mitigation. Furthermore, development of a property outside the MSHCP Conservation Area (both within and outside of the Criteria Area) shall receive Take Authorization for Covered Species Adequately Conserved provided a payment of a mitigation fee is made in compliance with MSHCP Section 6.0. Payment of the mitigation fee and compliance with the requirements of Section 6.0 will provide full mitigation under the CEQA, FESA, CESA for impacts to species and habitats covered by the MSHCP per the agreements with the USFWS and CDFW.

The Proposed General Plan provides policies which would reduce impacts to Wildomar's biological resources, including the following:

- **Policy LU-1.3 Development Clustering and Density Transfers.** Allow development clustering and/or density transfers to preserve open space, natural resources, cultural and/or biological sensitive resources.
- **Policy LU-7.1 Design to Respect Natural Settings.** Require that new development conform building massing to topographic forms and minimize alteration of natural landforms and vegetation, incorporating natural drainage systems, allowing development clustering to maintain slopes, restricting grading of steep slopes, and encouraging the preservation of significant hillsides, canyon edges and hilltops as prominent visual features.
- **Policy LU-13.1 Preservation of Open Space Lands.** Provide for permanent preservation of open space lands that contain important natural resources, hazards, water features, watercourses, and scenic and recreational value.
- **Policy OS-1.1 Habitat Conservation**. Require and enforce provisions of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and Stephens Kangaroo Rat Habitat Conservation Plan to protect environmentally-sensitive lands, habitats, and vulnerable species.
- **Policy OS-1.2 Wetland and Riparian Area Protection.** To the maximum extent possible, development shall avoid and conserve remaining habitats in wetlands and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these areas.

- **Policy OS-1.5 Wildlife Corridors.** Protect existing wildlife corridors by reducing habitat fragmentation from new developments. Work with the Riverside Conservation Agency (RCA) to pursue land purchase opportunities to preserve available lands.
- **Policy OS-1.6 Natural Vegetation Conservation.** Maintain and conserve mature and historic examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.
- **Policy OS-1.8 Protect Ridgelines.** Protect ridgelines from incompatible development that diminishes their scenic value, and ensure their conservation, preservation, and management

These policies provide for the permanent preservation of open space lands, protection of habitats containing special status plant and wildlife species, and enforcement of the Western Riverside County MSHCP and Stephens' Kangaroo Rat Habitat Conservation Plan provisions. Therefore, the proposed General Plan Update would increase the level of protection of these plant and wildlife species within the City's regulatory framework.

In addition, the following policy requires proposed development projects to conduct biological assessments to determine if sensitive biological resources and wildlife corridors would be impacted and to adopt a process and mitigation regulations for potential resource impacts, as required by USFWS and CDFW.

Policy OS-1.3 Biological Reports. Require biological reports that comply with the MSHCP for new development projects, transportation projects, and other planning efforts in the City.

The City is a participant in the Western Riverside County MSHCP which encompasses approximately 1.26 million acres of land. The MSHCP provides a framework for the US Fish and Wildlife Service (USFWS) and CDFW to grant take authorization (*i.e.*, incidental take permits) for species covered by the MSHCP that are FESA and/or CESA listed as threatened or endangered. Approval of the MSHCP and execution of the implementing agreement by the USFWS and CDFW allow the agencies to issue Take Authorizations, including the City of Wildomar. Issuance of Take Authorization to the local jurisdictions allows plan participants to implement land use decisions consistent with the MSHCP without project-by-project review and permitting by USFWS and CDFW, a key goal of the MSHCP. However, mitigation for impacts to both listed and unlisted species would be required pursuant to CEQA or other regulatory processes, and the MSHCP's Conservation Area provides an avenue for this mitigation.

If a future project has the potential to adversely impact plant species, and the project site is within a Section 6.1.3 Narrow Endemic Plant Species Survey Area (NEPSSA) and Section 6.3.2 Criteria Area Plant Species Survey Area (CAPSSA), then the MSHCP would require that an environmental analysis and site visit (habitat assessment) be performed in order to determine the potential for narrow endemic and/or criteria area plant species to occur within the project site. If the habitat assessment determines that suitable habitat for narrow endemic and/or criteria area plant species is present, then focus surveys during the appropriate blooming season would be required and conducted in accordance with accepted botanical survey protocols according to the CDFW, California Native Plant Society (CNPS), and USFWS' General Rare Plant Survey protocols. If narrow endemic and/or criteria area plant species are

identified onsite and a future project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a Determination of Biological Equivalent or Superior Preservation (DBESP) would be required. If a project site is not within a NEPSSA or CAPSSA, then a statement to this effect shall be included in the and the results shall be included in the habitat assessment and no further action is required per the MSHCP.

In addition to the MSHCP, there is a long-term (30-year) HCP for Stephens' kangaroo rat (*Dipodomys stephensi*). The HCP is administered by the Riverside County Habitat Conservation Agency. While the core reserves established by the Stephens' kangaroo rat HCP are managed as part of the MSHCP Conservation Area, the Stephens' kangaroo rat HCP still provides take authorization for Stephens' kangaroo rat within its boundaries. Although there are no core reserves within the City, the majority of the City is within the Stephens' kangaroo rat plan area, and therefore is subject to fees (See Figure 5.4-1, of the DEIR). The MSHCP provides take authorization outside of the area already covered by the Stephens' kangaroo rat HCP.

Figure 5.4-6, *Flow Chart to Guide Development Applications,* through Figure 5.4-14, *Flow Chart to Guide Covered Roads Recommendations,* of the DEIR, provide flow charts to assist future developers on the steps required to ensure future projects minimize impacts to biological resources. Future development under the project would be required to demonstrate compliance with the MSHCP, FESA, CESA, and CEQA, as well as with the proposed General Plan Update goals, objectives, and policies discussed above, which would reduce potential impacts on special status plant and wildlife species within the City. Policies under the proposed General Plan Update that require measures such as site-specific biological studies and compliance with the MSHCP would ensure that the assessment of potential impacts to candidate, listed, and special status species be made on a project by project basis. Additionally, Mitigation Measures BIO-1 through BIO-9, and Mitigation Measure BIO-14 would be implemented at the project level, as applicable, to reduce impacts to biological resources. Mitigation Measures BIO-1 and BIO-2 require worker environmental awareness training for biological resources and appropriate measures to avoid impacts to biological resources, Mitigation Measures BIO-3 through BIO-9 provide provisions to reduce impacts to wildlife species, and Mitigation Measure BIO-14 would reduce impacts to wildlife corridors/movement.

While compliance with applicable regulations, MSHCP, and implementation of the Proposed General Plan policies and the mitigation measures identified in this EIR would protect special status species, it is uncertain as to whether changes in project design or mitigation would fully reduce impacts to a less than significant level. Future development projects would require more detailed evaluations of biological resources and formulation of mitigation measures, if needed, by a qualified biologist. As project-specific information is unknown at this time, it would be speculative to make such determinations. Therefore, impacts to sensitive plant and wildlife species are conservatively considered significant and unavoidable.

Mitigation Measures

See Mitigation Measures BIO-1, BIO-2, BIO-7, BIO-8, BIO-9 and BIO-14.

BIO-3 If an action has potential to adversely impact amphibian species (*e.g.*, may impact potential habitat for amphibians or may otherwise result in disturbance to amphibians from noise, light, or some other potentially disturbing activity), prior to the start of ground-disturbing activities, determine if a project falls within the mapped survey area for amphibian species (arroyo toad, California red-legged frog, and mountain yellow-legged frog [*Rana muscosa*]) and if suitable habitat is present, then focused surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted in accordance with accepted survey protocols for the arroyo toad, California red-legged frog, and mountain yellow-legged frog (USFWS Survey Protocol for the Arroyo Toad [1999], USFWS Revised Guidance on Site Assessments and Field Surveys for the California Red-Legged Frog [2005], and MSHCP Mountain Yellow-Legged Frog Survey Protocol). If a project is not located within an amphibian survey area, a statement to this effect shall be included in the and the results shall be included in the habitat assessment and no further action is required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for amphibian species to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site.

If amphibian species are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP shall be required. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-8, *Flow Chart to Guide Special-Status Wildlife (Amphibians) Recommendations,* of the DEIR.

BIO-4 If an action has potential to adversely impact the burrowing owl (*Athene cunicularia*) (*e.g.*, may impact potential habitat or may otherwise result in disturbance to burrowing owls from noise, light, or some other potentially disturbing activity), prior to the start of ground-disturbing activities, determine if a project falls within the mapped (designated) survey area for the burrowing owl and if suitable habitat is present, then focused surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted in accordance with the MSHCP Burrowing Owl Survey Instructions and during the breeding season (survey window is March 1 to August 31). If a project is not located within the burrowing owl survey area, include a statement to this effect and no further action is required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for burrowing owls to occur within a project

site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site.

If burrowing owls are not found during focused surveys, documentation prepared by a qualified biologist shall include a written commitment to conduct pre-construction surveys for the burrowing owl in areas of suitable habitat no more than 30 days prior to the initiation of ground disturbance (*e.g.*, vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized a project site prior to the initiation of ground-disturbing activities, the project proponent shall immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies, such as the California Department of Fish and Wildlife, and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing and getting approval of a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will be required again to ensure burrowing owl has not colonized the site since it was last disturbed. If the burrowing owl is found, the same coordination described above shall be necessary.

If burrowing owls are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP is required and a Burrowing Owl Protection and Relocation Plan shall be prepared, approved and implemented. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-9, *Flow Chart to Guide Burrowing Owl Recommendations,* of the DEIR.

BIO-5 If an action has potential to adversely impact mammal species (*e.g.,* may impact potential habitat for mammals or may otherwise result in disturbance to mammals from noise, light, or some other potentially disturbing activity), prior to the start of ground-disturbing activities, determine if a project falls within the mapped survey area for mammal species (Aguanga kangaroo rat [*Dipodomys merriami collinus*], Los Angeles pocket mouse [*Perognathus longimembris brevinasus*], and San Bernardino kangaroo rat) and if suitable habitat is present, then focused surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted in accordance with accepted survey protocols for these species (MSHCP Biological Monitoring Program – Stephens' Kangaroo Rat [2006] and Survey Protocol for Los Angeles Pocket Mouse). If a project is not located

within a mammal survey area, include a statement to this effect and no further action is required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for mammal species to occur within a project site, a conclusion that no suitable habitat is present on a site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site.

If mammal species are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP is required. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP.

BIO-6 If an action has potential to adversely impact vernal pools or other suitable fairy shrimp habitats, then focused surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted pursuant to the USFWS Survey Guidelines for the Listed Large Branchiopods, which includes six listed fairy shrimp species, including those species covered under the MSHCP Section 6.1.2. Two seasons of fairy shrimp surveys are required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for vernal pools or fairy shrimp species to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site.

If fairy shrimp species are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP is required. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-10, *Flow Chart to Guide Vernal Pools and Fairy Shrimp Recommendations,* of the DEIR.

Finding:

As indicated on page 5.4-95 of Section 5.4, *Biological Resources,* buildout of the proposed project could impact sensitive or special-status species known to occur in the City. While compliance with the

Proposed General Plan policies and Mitigation Measures BIO-1 through BIO-9 as well as Mitgiation Measure BIO-14would reduce impacts on biological resources, it is uncertain if all impacts can be reduced to less than significant because project-specific information is unknown. Therefore, impacts are conservatively considered significant and unavoidable.

Changes or alterations have been required in, or incorporated into, the project that lessens the significant environmental effect as identified in the Draft EIR.

The City finds that there are no additional mitigation measures beyond Mitigation Measures BIO-1 through BIO-9 that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would substantially lessen or mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities, make infeasible the alternatives identified in the EIR (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

4. Cultural Resources

Impact 5.5-1: Future development under the proposed project could impact an identified historic resource. [Threshold C-1]

Future development could adversely impact current and/or future historic resources within the City through changes to accommodate adaptive reuse, removal, or reconstruction. Known or future historic sites or resources listed in the national, California, or local registers maintained by the City would be protected through local ordinances; the Proposed General Plan policies; and state and federal regulations restricting alteration, relocation, and demolition of historical resources.

Implementation of the Proposed General Plan policies, such as Policy LU-1.3, which allows for clustering of development to preserve culturally sensitive resources, and Policy OS-4.1, which encourages adaptive reuse of structures of historical significance for preservation, as well as compliance with state and federal regulations would ensure that development would not result in adverse impacts to identified historic and cultural resources. While regulations provide a process for recognizing historic buildings and places, they do not prevent the reuse or modification of such resources.

At the time a development project is proposed adjacent to or near a known or potential historic structure or resource, the project-level CEQA document of the development project would need to identify any impacts, direct or indirect, that the project could have on the identified historic structure or resource. The CEQA Guidelines require a project that will have potentially adverse impacts on historical resources to conform to the Secretary of Interior's Standards for the Treatment of Historic Properties in order to mitigate any such impacts to a level of insignificance.

Before any development or redevelopment activities can occur in the City, all such activities are required to be analyzed for conformance with the General Plan, zoning requirements, and other

applicable local, state, and federal requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits. Therefore, adoption of the proposed project in itself would not lead to demolition or material alteration of any historic resource.

However, identified historic structures and sites that are potentially eligible for future historic resources listing may be vulnerable to development activities accompanying infill, redevelopment, or revitalization that would be accommodated by the proposed project. For instance, the placement of new buildings adjacent to a historic resource may result in indirect impacts to access, visibility, and visual context, while renovations or modifications to historic resources may deteriorate or destroy the characteristics that make those resources important or unique. In addition, other buildings or structures that could meet the National Register of Historic Places (NRHP) criteria upon reaching 50 years of age might be impacted by development or redevelopment activities that would be accommodated by the proposed project. Regardless of the implementation of the Proposed General Plan policies and state regulations, some historic properties may be significantly affected by implementation of the proposed project; the loss and/or permanent alteration of historic resources would result in potentially significant impacts.

Mitigation Measures

CUL-1 **Site-Specific Cultural Resources Study and Evaluation of Resources.** For projects that are on land that has not previously been developed, or will involve construction on areas where no previous ground disturbance or excavation has occurred, or for structures that are 50 years of age, a site-specific cultural resources study shall be completed prior to project approval. This site-specific cultural resources study shall include, but not be limited to a, records search with the California Historical Resource Information System, review of historical documents, a Sacred Lands File search with the NAHC, and a field survey/site effort. The findings of the study shall be submitted as a report that follows the California Office of Historic Preservation's recommended content and format. The report will provide the historic context, methods, results, and recommendations for appropriate findings.

Finding:

As indicated on page 5.5-17 of Section 5.5, *Cultural Resources,* while site-specific cultural resources studies could reduce potential impacts to historic resources, a project that would result in the demolition or significant alteration of a historic resource cannot be mitigated because such activities would result in a permanent loss of and irreversible change to a historic resource. As such, there are no other feasible mitigation measures and impacts would remain significant and unavoidable.

Changes or alterations have been required in, or incorporated into, the project that lessens the significant environmental effect as identified in the Draft EIR.

The City finds that there are no additional mitigation measures beyond Mitigation Measure CUL-1 that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would substantially lessen or mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities, make infeasible the alternatives identified in the EIR (Public

Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

5. Greenhouse Gas Emissions

Impact 5.8-1: Implementation of the Proposed General Plan would result in an increase in GHG emissions and would not place the City on a trajectory to achieve the goals established under Executive Order S-03-05 or progress toward the State's carbon neutrality goal. [Threshold GHG-1]

Horizon Year 2045 Emissions Forecast

Buildout of the Proposed General Plan is not linked to a specific development time frame but is assumed over a 25-year horizon, which would result in a net increase of 27,999 residents and 6,274 employees in the City by 2045. Development that would be accommodated by the Proposed General Plan would generate a net increase of 547,749 daily VMT at buildout (refer to Table 5.3-9 and Appendix 5.3-1 of the DEIR). The community GHG emissions inventory for the Proposed General Plan at buildout compared to existing conditions is shown in Table 5.8-5, *City of Wildomar GHG Emissions Forecast,* of the DEIR.

As shown in Table 5.8-5, of the DEIR, buildout of the land uses accommodated under the Proposed General Plan would result in a net increase in GHG emissions from existing conditions. However, GHG emissions per service population (SP) would decrease by 1.7 metric ton of CO_2-equivalent ($MTCO_2e/SP$). The primary reason for the decrease in GHG emissions per SP is due to regulations adopted to reduce GHG emissions and turnover of California's on-road vehicle fleets.

Consistency with the State's 2045 GHG Reduction Targets and Carbon Neutrality Goals

To determine whether the Proposed General Plan would result in a potentially significant impact, the Proposed General Plan must demonstrate consistency with the State's 2045 GHG reduction target of carbon neutrality. Under the Proposed General Plan, new growth would be focused on areas of the City where services exist or can be expanded and/or extended to serve additional and more intensive development. As identified in Table 5.8-5, of the DEIR, the Proposed General Plan would result in an increase of 21 percent in GHG emissions and would not achieve an 85 percent reduction in GHG emissions by 2045. Additionally, state strategies to achieve post-2030 targets would be necessary to align with the State's long-term GHG reduction targets. Therefore, until such GHG strategies have been adopted, GHG emissions impacts for the Proposed General Plan are considered potentially significant regarding meeting the long-term year 2045 reduction goal.

General Plan Policies That May Reduce GHG Emissions

While growth in the City would cumulatively contribute to GHG emissions impacts, implementation of the Proposed General Plan policies could also help minimize energy and mobile-source emissions. Policies OS-2.4, OS-6.1, OS-6.2, OS-6.4, OS-6.6, OS-6.8 and OS-6.9 would contribute to reducing

emissions from energy consumption by increasing energy efficiency and transitioning from natural gas to all-electric appliances and renewable energy systems. Additionally, the Proposed General Plan would provide selective improvements to the circulation network to support land use changes in nine Focus Areas where growth is likely to occur during the planning period. Policies CI-2.1, CI-5.5, CI-5.7, and CI-5.12 would contribute to reducing GHG emissions from mobile sources by reducing single-passenger vehicle trips and VMT, reducing vehicle congestion, and supporting TDM measures where feasible. These transportation network and policy improvements would help support the City's mobility infrastructure as the City transitions from low density to higher density land use patterns (Appendix 5.17-1, of the DEIR).

The primary mechanism by local jurisdictions can ensure consistency with the State GHG reduction goals is through preparation of a Climate Action Plan; the City of Wildomar participated in the Western Regional Council of Governments' (WRCOG) subregional climate action planning efforts. The proposed project includes policies to reduce the City's GHG emissions consistent with statewide GHG reduction and elimination goals, such as Policy OS-8.1 and Policy OS-8.2.

However, it is uncertain whether these Climate Action Plan policies will, in effect, lower the City's GHG emissions to a less-than-significant level. Therefore, GHG emissions associated with the proposed project are considered potentially significant.

Mitigation Measures

GHG-1 The City of Wildomar shall participate in implementation and future updates of the Subregional Climate Action Plan (CAP) led by the Western Riverside Council of Government (WRCOG) with a focus on strategies that provide community-wide greenhouse gas (GHG) emission reductions in the City's planning area. The City shall conduct regular monitoring and reporting of community-wide GHG emissions to ensure progress toward reducing community-wide GHGs and work with WRCOG and partners to update the Subregional CAP on a regulator basis to ensure long-term reduction in GHG emissions.

The City shall prepare a list of quantified GHG reduction measures or best management practices for use by new development subject to the City's discretionary review process, that are consistent with the Subregional CAP. The City shall require that Applicants for new development that would result in significant GHG emissions impacts, be required to implement the GHG reduction measures or best management practices identified on the list prepared by the City, if determined to be applicable for the project.

Examples of mitigation measures that may be considered, include the following:

- Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:
    - Promote transit-active transportation coordinated strategies;
    - Increase bicycle carrying capacity on transit and rail vehicles;
    - Improve or increase access to transit;

- Increase access to common goods and services, such as groceries, schools, and day care;
- Incorporate the neighborhood electric vehicle network;
- Orient the project toward transit, bicycle and pedestrian facilities;
- Improve pedestrian or bicycle networks, or transit service;
- Provide traffic calming measures;
- Limit or eliminate park supply;
- Unbundle parking costs;
- Provide parking cash-out programs;
- Implement or provide access to commute reduction program;

- Require at least five percent of all vehicle parking spaces include electric vehicle charging stations;
- Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that:
    - Provide car-sharing, bike sharing, and ride-sharing programs;
    - Provide transit passes;
    - Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;
    - Provide incentives or subsidies that increase that use of modes other than single occupancy vehicle;
    - Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;
    - Provide employee transportation coordinators at employment sites; and
    - Provide a guaranteed ride home service to users of non-auto modes.
- Provide maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible;
- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability;
- Running conduit to designated locations for future electric truck charging stations.

Finding:

As shown on page 5.8-30 in Table 5.8-5, *City of Wildomar GHG Emissions Forecast*, of the DEIR, the proposed project would result in a net increase of 21 percent in GHG emissions from existing conditions and would not achieve an 85 percent reduction in GHG emissions by 2045. The majority of GHG emissions generated from buildout of the Proposed General Plan would be from on-road transportation emissions (56 percent). The City does not regulate vehicle fuel efficiency and cannot preclude residents and employees in the City from purchasing vehicles available on the market. Until such GHG

strategies have been adopted, GHG emissions impacts for the Proposed General Plan would not meet the long-term year 2045 reduction goal. As indicated on page 5.8-35 of Section 5.8, *Greenhouse Gas Emissions,* Mitigation Measure GHG-1 could contribute to reducing GHG emissions from land uses accommodated under the proposed project. However, given the growth in population and employment within the City and the magnitude of emissions reductions needed to achieve the GHG reduction target, it is uncertain whether Mitigation Measure GHG-1 would reduce emissions to less-than-significant levels. As such, there are no additional feasible mitigation measures and impacts would remain significant and unavoidable.

Changes or alterations have been required in, or incorporated into, the project that lessens the significant environmental effect as identified in the Draft EIR.

The City finds that there are no additional mitigation measures beyond Mitigation Measure GHG-1 that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would substantially lessen or mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities, make infeasible the alternatives identified in the EIR (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

6. Noise

Impact 5.13-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project. [Threshold N-1]

As part of implementing the proposed project, various individual future projects would generate temporary noise level increases on and adjacent to construction sites in the City. Construction within the City would be limited to weekdays and non-holidays to the hours in the City's Municipal Code Section 9.48.020(I). The hours would be from 6:00 am to 6:00 pm during the months of June through September, and 7:00 am to 6:00 pm during the months of October through May. Additionally, construction within one-quarter mile from an occupied residence shall be permitted Monday through Saturday 6:30 am to 7:00 pm, and no construction on Sunday or City-observed holidays unless approved by City Building Official or City Engineer, as noted in Section 15.04.010 of the City Municipal Code. Construction activities are performed in distinct steps, each of which has its own mix of equipment, and, consequently, its own noise characteristics. Table 5.13-8, *Reference Construction Equipment Noise Levels,* of the DEIR, lists typical construction equipment noise levels recommended for noise-impact assessments based on a distance of 50 feet between the equipment and noise receptor.

As shown in Table 5.13-8, of the DEIR, construction equipment generates high levels of noise, with maximums ranging from 76 to 101 dBA at a distance of 50 feet. Construction of individual development projects associated with implementation of the proposed project would temporarily increase the

ambient noise environment and would have the potential to affect noise-sensitive land uses in the vicinity of an individual project.

Because specific project-level information is not available at this time, it is not possible nor appropriate to quantify the construction noise impacts at specific sensitive receptors. In most cases, construction of individual development projects associated with implementation of the proposed project would temporarily increase the ambient noise environment in the vicinity of each individual project, potentially affecting existing and future nearby sensitive uses. Proposed General Plan Policy N-1.6 would help to mitigate City impacts by requiring them to minimize short-term noise impacts on sensitive receptors using best management practices. However, because construction activities associated with any individual development may occur near noise-sensitive receptors and because, depending on the project type, equipment list, time of day, phasing, and overall construction durations, noise disturbances may occur for prolonged periods of time or during the more sensitive evening/nighttime hours, construction noise impacts associated with implementation of the proposed project are considered potentially significant.

Mitigation Measures

N-1 **Construction Noise Measures.** Construction contractors shall implement the following measures for construction activities conducted in the City of Wildomar. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans. The City of Wildomar shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits.

- During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (*e.g.,* improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Proper mufflers and/or silencers can achieve a 4 to 5 dBA reduction, while engine enclosers can achieve 8 to 10 dBA reduction
- Impact tools (*e.g.,* jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Pneumatic tools typically measure at a noise level of 6 to 8 dBA lower than impact tools.
- Stationary equipment, such as generators and air compressors, shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.

- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City Planning and Building Agency.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.
- As noted in 13 CCR 2480 & 2485 under CARB, any law enforcement department, including air districts and CARB, can fine a 10,000 pound or greater truck owner and driver up to $1000 per day for illegal idling. Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.
- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.
- If construction is anticipated for prolonged periods, as required by the Community Development Director, erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material that has a density of at least 4 pounds per square foot with no gaps from the ground to the top of the barrier.

Finding:

In most cases, construction of individual developments associated with implementation of the proposed project would temporarily increase the ambient noise environment in the vicinity of each individual project, potentially affecting existing and future nearby sensitive uses. As indicated on page 5.13-38 of Section 5.13, *Noise,* while Mitigation Measure N-1 could reduce potential construction noise impacts, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects simultaneously occurring, and the potential duration of construction activities, impacts would be significant and unavoidable and there would be no other feasible mitigation measures to reduce impacts. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level that would not exceed the noise thresholds with the implementation of Mitigation Measure N-1.

Changes or alterations have been required in, or incorporated into, the project that lessens the significant environmental effect as identified in the Draft EIR.

The City finds that there are no additional mitigation measures beyond Mitigation Measure N-1 that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would substantially lessen or mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities, make infeasible the alternatives identified in the EIR (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.13-2 Project implementation would result in long-term operation-related noise that would exceed local standards. [Threshold N-2]

Stationary Noise

Proposed General Plan would result in an increase in development and growth in Wildomar. Primary stationary noise sources would be from landscaping, maintenance activities, heating, ventilation, and air conditioning (HVAC) (residential and commercial), and loading and unloading activities at commercial and industrial uses. The Proposed General Plan would not result in new types of stationary noise sources. Furthermore, the Proposed General Plan includes policies that address stationary noise source compliance including Policy N-3.1, which calls for ensuring compliance with standards and procedures for mitigating construction noise, and Policy N-3.2, which requires future developments of stationary noise sources to comply with standards for regulating noise levels. Therefore, impacts would be less than significant.

On-Road Traffic Noise

Buildout of the Proposed General Plan would result in an increase in traffic along local roadways. Figure 5.13-3, *Future Traffic Noise Contours*, of the DEIR, illustrates the modeled roadways and future 2045 noise contours for 60 dBA CNEL, 65 dBA CNEL, and 70 dBA CNEL. The complete distances to the 70 dBA CNEL, 65 dBA CNEL, and 60 dBA CNEL noise contours for roadway segments in the City are included in Appendix 5.13-1, of the DEIR.

Table 5.13-9, *Proposed General Plan Projected Traffic Noise Levels at Buildout*, of the DEIR, shows the estimated traffic noise increase along study roadway segments, while Table 5.13-10, *Future Traffic Noise Conditions*, of the DEIR, lists the calculated future noise levels on roadways at a distance of 50 feet from the nearest travel lane centerline. The traffic noise increase is the difference between the projected future noise level and the existing noise level. As shown in Table 5.13-9, of the DEIR, significant traffic noise increases (*i.e.,* increases greater than 3 dBA in noise environments of 60 to 64 dBA CNEL) are estimated along several of the study roadway segments, including Bundy Canyon Road, Clinton Keith Road, La Estrella Road, Mission Trial, and Salida Del Sol, due to implementation of the proposed project. Therefore, traffic noise impacts associated with buildout of the Proposed General Plan are potentially significant.

Mitigation Measures

No feasible mitigation measures have been identified that would substantially reduce impacts associated with a substantial increase in traffic noise levels at a program-level. However, several measures could be considered for mitigating or avoiding traffic noise impacts at a project-level.

Special Roadway Paving

Notable reductions in tire noise have been achieved via the implementation of special paving materials, such as rubberized asphalt or open-grade asphalt concrete overlays. For example, the California Department of Transportation (Caltrans) conducted a study of pavement noise along Interstate 80 in Davis and found an average improvement of 6 dBA to 7 dBA compared to conventional asphalt overlay. Due to the cost associated with rubberized paving, estimated to be 20-25 percent more than conventional mixes, along with the associated increase in mobilization and setup, the use of rubberized asphalt is not feasible Citywide, however on a case-by- case basis, it could be used as part of project mitigation.[1]

Sound Barrier Walls

With a cursory review of aerial depictions of the impacted segments, the majority of residences along the study segments have direct access (via driveways) to the associated roadways. Therefore, barrier walls would prevent access to/from individual properties and would be infeasible. Further, these impacted homes are on private property outside of the control of future project developers, so there may be limited admittance onto these properties to construct such walls. Lastly, the costs versus benefits ratio in relation to the number of benefited households may not be feasible and reasonable in all cases.

Sound Insulation of Existing Residences and Sensitive Receptors

Exterior-to-interior noise reductions depend on the materials used, the design of the homes, and their conditions. To determine what upgrades would be needed, a noise study would be required for each house to measure exterior-to-interior noise reduction. Sound insulation may require upgraded windows, upgraded doors, and a means of mechanical ventilation to allow for a "windows closed" condition. There are no funding mechanisms and procedures that would guarantee that the implementation of sound insulation features at each affected home would offset the increase in traffic noise to interior areas and ensure that the state's 45 dBA CNEL standard for single-family and multifamily residences would be achieved.

Finding:

As indicated on page 5.13-38 of Section 5.13, *Noise,* while several measures were considered to reduce traffic noise, there are no feasible or practical mitigation measures available to reduce project-generated traffic noise. No individual measure and no set of feasible or practical mitigation measures are available to reduce project-generated traffic noise due to economic, legal, social, magnitude, confliction with

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[1] California Department of Resources Recycling and Recovery (CalRecycle). 2024. Benefits: Rubberized Asphalt Concrete (RAC). https://calrecycle.ca.gov/tires/rac/benefits/#:~:text=Cost%20Effectiveness&text=Generally%20RAC%2DG%20hot%20mixes,equipment%20increases%20initial%20unit%20costs

other General Plan Element policies, or other factors. As such, impacts would remain significant and unavoidable. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project-level that would not exceed the traffic noise thresholds.

Changes or alterations have been required in, or incorporated into, the project that lessens the significant environmental effect as identified in the Draft EIR.

The City finds that there are no mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would substantially lessen or mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities, make infeasible the alternatives identified in the EIR (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

7. Transportation

Impact 5.17-2: The proposed project would conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b). [Threshold T-2]

Table 5.17-4, *Wildomar Horizon Year VMT Efficiency Metrics,* of the DEIR, shows that, compared to the Wildomar base year VMT efficiency metrics (see Table 5.17-3), VMT efficiency in the City is expected to improve by approximately 11.6 percent with implementation of the proposed project.

As shown in Table 5.17-4, the City is projected to have a VMT per Service Population at 30.6, which is 87.9 percent of the Riverside County's base year VMT per Service Population and 88.4 percent of Wildomar's base year VMT per Service Population. Placement of the land uses associated with the proposed project would reduce the VMT per Service Population within Wildomar by more than three percent (11.6 percent). Additionally, the proposed project includes policies that enhance multimodal transportation, such as Policy CI-2.4 and Policy CI-2.5, which call for the implementation of pedestrian routes and improvement of pedestrian crossing safety; Policy CI-3.1, which calls for the improvement and connectivity of the bicycle network; and Policy CI-4.1, which calls for working with regional partners to ensure adequate transit service is provided consistent with future growth. Moreover, Chapter 10.36, Transportation Demand Management Program, of the Wildomar Municipal Code is intended to establish policies and procedures to encourage and promote the use of alternative transportation modes through project design and facility planning.

The Circulation Element includes several policies that enhance the active transportation network throughout the City to encourage residents to bike or walk rather than taking their personal car. While these policies create an environment that encourages different transportation alternatives, due to the uncertainty regarding the actual development pattern, population growth, and other factors that are outside of the purview and control of the City, it is difficult to rely on the reduction of VMT suggested by the modeling. Further, for the active transportation features to be effective they need to connect

employment, residential, and commercial land uses. As the existing system is not complete, though it will be completed over time, VMT impacts are considered potentially significant.

Mitigation Measures

There are no feasible mitigation measures at the General Plan-level.

Finding:

As indicated on page 5.17-32 of Section 5.17, *Transportation,* while the placement of land uses associated with the proposed project would reduce the VMT per Service Population within the City by more than three percent, due to the uncertainty regarding the actual development pattern, population growth, and other factors outside the purview of the City's control, there are no other feasible mitigation measures and impacts would remain significant and unavoidable.

Changes or alterations have been required in, or incorporated into, the project that lessens the significant environmental effect as identified in the Draft EIR.

The City finds that there are no mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would substantially lessen or mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities, make infeasible the alternatives identified in the EIR (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

IV. ALTERNATIVES TO THE PROPOSED PROJECT

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 ones are infeasible.

A. Alternatives Considered and Rejected During the Scoping/Project Planning Process

The following is a discussion of the alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the Draft EIR.

1. Alternative Development Areas/Annexation Alternative

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines § 15126[5][B][1]). Given the nature of the Proposed General Plan,

it is not possible to consider an off-site alternative because the City boundaries have been established through incorporation, and the City does not have authority to carry out functions pursuant to its Proposed General Plan outside of its boundaries. Additionally, land annexation outside is not possible because there is limited room for growth outside of the City boundaries due to the proximity of the neighboring cities—the City of Wildomar is bordered by the City of Lake Elsinore to the north and northwest, unincorporated Riverside County to the west, the City of Murrieta to the south, and the City of Menifee to the east—as well as topographical constraints from the Cleveland National Forest to the southwest. For this reason, an Alternative Development Areas/Annexation Alternative was considered infeasible pursuant to State CEQA Guidelines Section 15126.6(c) and rejected as a feasible project alternative.

2. Reduced Residential Units Alternative

The Reduced Residential Units Alternative would result in fewer residences which would reduce traffic and thereby reduce community impacts from air quality and GHG emissions, and noise. This Alternative would also further reduce the demand for utilities and public services. However, such an alternative would not achieve or would only partially achieve the Proposed General Plan objectives of providing growth in the City. Additionally, this alternative would not be consistent with regional planning efforts that require accommodation of regional housing needs, and therefore, Wildomar would not be able to meet its housing allocation requirements. A reduction in residential units would lead to an inefficient use of land, result in urban sprawl, and thereby, would increase VMT (and further degrade air quality), because residents would have to travel further for their needs. This alternative would also increase development pressure elsewhere in the region. Since this alternative would relocate impacts and growth pressures outside of the City, and would not meet the project objectives, this alternative is rejected as a feasible project alternative.

3. Bundy Canyon Road and Clinton Keith Road Connection Alternative

The Bundy Canyon Road and Clinton Keith Road Connection Alternative would provide a new roadway connection between Bundy Canyon Road and Clinton Keith Road, which would reduce traffic congestion and reduce VMT. The roadway connection would also assist evacuation in the event of a wildfire. However, a new roadway cannot be constructed because it would conflict with the Western Riverside County MSHCP Criteria Cell Areas and therefore, conflict with a habitat conservation plan. In addition, some of the land needed for the roadway is owned by the federal government, which would be unlikely to allow access due to the conflict with the MSHCP. Since the Bundy Canyon Road and Clinton Keith Road Connection Alternative would conflict with MSHCP planning goals, impact sensitive habitat and wildlife, and would not meet the project objectives, this alternative is rejected as a feasible project alternative. The linkage remains as a possible connection on the Circulation Map (see Figure 5.17-8, of the DEIR) of the DEIR as a trail linkage, and there may be a potential for a roadway connection at some point in the future. The location of the potential roadway and trail is conceptual and therefore not addressed in this EIR.

4. Increased Open Space Alternative

The Increased Open Space Alternative would provide an increase in open space, which could allow for better wildlife connectivity and increased open space areas for recreation. Moreover, there are open

space areas within and adjacent to the City in the form of BLM lands, MSHCP Criteria Cell Areas, mountain ranges, and Cleveland National Forest lands, which would provide adequate open space and wildlife connectivity. Additionally, this alternative would result in a reduction in residential development to accommodate an increase in open space, and therefore would not be consistent with regional planning efforts that require accommodation of regional housing needs. Therefore, the Increased Open Space Alternative would not achieve or would only partially achieve the Proposed General Plan objectives of providing growth in the City. As such, this Alternative is rejected as a feasible project alternative.

5. Reduced Density Rural Mountainous Designation Alternative

The Reduced Density Rural Mountainous Designation Alternative would reduce density of land designated Rural Mountainous (RM) from one unit per 10 acres to one unit per 20 acres in the eastern and western portions of the City. In order to provide the same number of housing units as the proposed project, the reduction in density of land designated Rural Mountainous would result in an increase of land that is designated for higher density residential uses in other residential land use designations. Higher density development that reduces sprawl would minimize the threat to biodiversity through loss of habitat and fragmentation of habitat. Additionally, higher density development within an already urban area (such as the proposed focus areas) would encourage the increase in public transportation, pedestrian, and bicycle infrastructure, which could reduce air quality and GHG emissions. Given that the eastern and western portions of the City are within a Very High Fire Hazard Severity Zone, an increase in higher density development could reduce collective exposure as well as expansion into wildfire hazard areas as there would be less structures and residents in the RM designation. Additionally, higher density communities also help limit impacts to environmental services, ecological needs, and recreational goals for open space, while reducing the distribution of firefighting resources during a major wildfire incident. However, higher density communities would change the character of the City and would not achieve the Proposed General Plan objective, nor the City's vision, of creating a hometown feel. Therefore, this Alternative is rejected as a feasible project alternative.

B. ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

The following alternatives were determined to represent a reasonable range of alternatives with the potential to feasibly attain most of the basic objectives of the project but avoid or substantially lessen one or more of the significant effects of the project. There are two alternatives that were examined in detail in the Draft EIR as follows:1. No Project/Existing General Plan Alternative

2. Increased Residential Density in Mixed Use Areas

The No Project/Existing General Plan Alternative would assume that the Proposed General Plan would not be adopted, and development would follow the development intensity of the existing General Plan. The Increased Residential Density in Mixed Use Areas Alternative would increase the intensity of residential growth in areas designated for mixed uses and would consequently develop less land to accommodate the same projected growth.

1. No Project/Existing General Plan Alternative

Under the No Project/Existing General Plan Alternative, the Proposed General Plan and all of its updates to the Land Use Element, Circulation Element, Recreation and Community Services Element, Open Space and Conservation Element, Noise Element, Economic Development Element, and implementation of the Climate Action Memorandum would not be implemented by the City, and the current General Plan would remain in effect.

Finding:

The No Project/Existing General Plan Alternative would be similar to the proposed project for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, population and housing, transportation, tribal cultural resources, and wildfire. Impacts to energy, public services, recreation, and utilities and services would be reduced compared to the proposed project. Impacts to air quality, GHG emissions, and land use and planning would be greater than the proposed project. Overall, this Alternative would not result in a more efficient land use plan and would not relieve development pressure in the periphery of the City and as such is deemed to be infeasible and rejected in favor of the proposed project.

2. Increased Residential Density in Mixed-use Areas Alternative

The Increased Residential Density in Mixed Use Areas Alternative would result in the same buildout as the Proposed General Plan but would increase the intensity of residential growth in areas designated for mixed uses and would consequently develop less land to accommodate the same projected growth. The increase of residential units in mixed use areas would further reduce VMT as there would be more residential uses within proximity to public transit, alternative transportation, jobs, and amenities.

Finding:

The Increased Residential Density in Mixed Use Areas Alternative would be similar to the proposed project for geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, public services, recreation, and utilities and service systems. This Alternative would result in less impacts compared to the proposed project to agriculture and forestry resources, air quality, biological resources, cultural resources, energy, greenhouse gas emissions, mineral resources, noise, transportation, tribal cultural resources, and wildfire. This Alternative would result in greater impacts to aesthetics compared to the proposed project. Overall, this Alternative would result in an increase in higher density development in the City, compared to the proposed project, which does not align with the City's vision and as such is deemed to be infeasible and rejected in favor of the proposed project.

V. FINDINGS ON RESPONSES TO COMMENTS ON THE DRAFT EIR AND REVISIONS TO THE FINAL EIR

The Final EIR contains responses to comments, revisions, clarifications, and corrections to the Draft EIR. The focus of the response to comments is on the disposition of significant environmental issues as raised in the comments, as specified by State CEQA Guidelines Section 15088(b). The City provided

written responses to each comment made by a public agency, as set forth in Section 2 of the Final EIR, pursuant to State CEQA Guidelines Section 15088(b).

City staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the Draft EIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the Draft EIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5 of the CEQA Guidelines.

VI. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (State CEQA Guidelines § 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record (State CEQA Guidelines § 15093 [b]). The agency's statement is referred to as a Statement of Overriding Considerations.

The following provides a description of the project's significant and unavoidable adverse impacts and the justification for adopting a statement of overriding considerations.

A. Significant and Unavoidable Impacts

Although most potential project impacts have been substantially avoided or mitigated, as described above, there remain 11 project impacts for which complete mitigation is not feasible and for which there is no viable and feasible alternative. The Draft EIR identified the following significant and unavoidable impacts of the proposed project, which would continue to be possible upon implementation of the proposed project:

Agricultural and Forestry Resources

- **Impact 5.2-1:** The proposed project would convert farmland to nonagricultural uses.

Air Quality

- **Impact 5.3-1:** Buildout of the Proposed General Plan, and associated emissions, would exceed the assumptions of the South Coast AQMD's AQMP.

- **Impact 5.3-2:** Construction activities associated with future development that would be accommodated under the Proposed General Plan could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.

- **Impact 5.3-3:** Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.

- **Impact 5.3-4** The proposed project would expose sensitive receptors to substantial toxic air contaminant concentrations.

Biological Resources

- **Impact 5.4-1:** Buildout of the proposed Land Use Plan could impact sensitive or special-status plant and animal species known to occur in the City of Wildomar.

Cultural Resources

- **Impact 5.5-1:** Future development under the proposed project could impact an identified historic resource.

Greenhouse Gas Emissions

- **Impact 5.8-1:** Implementation of the Proposed General Plan would result in an increase in GHG emissions and would not place the City on a trajectory to achieve the goals established under Executive Order S-03-05 or progress toward the State's carbon neutrality goal.

Noise

- **Impact 5.13-1:** Construction activities would result in temporary noise increases in the vicinity of the proposed project.

- **Impact 5.13-2:** Project implementation would result in temporary construction and long-term operation-related noise that would exceed local standards.

Transportation

- **Impact 5.17-2:** The proposed project would conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

B. Project Benefits in Support of the Statement of Overriding Considerations

The following section describes the benefits of the proposed project that outweigh the project's unavoidable adverse effects and provides specific reasons for considering the project acceptable even though the Final EIR identifies 11 significant and unavoidable project impacts, and that there are no feasible mitigation measures or alternatives. Accordingly, this Statement of Overriding Considerations regarding potentially significant adverse environmental impacts resulting from the proposed project, as set forth below, has been prepared. Pursuant to CEQA Guidelines §15093(c), the Statement of Overriding Considerations will be included in the record of the project approval and will also be noted

in the Notice of Determination. Each of the benefits identified below provides a separate and independent basis for overriding the significant environmental effects of the proposed project.

Having reduced the potential effects of the proposed project through all feasible mitigation measures as described previously herein, and determining that no other viable, feasible alternatives exist, and having balancing the benefits of the proposed project against its potential unavoidable adverse impacts on Agricultural and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, Noise, and Transportation, if the mitigation measures for these impacts cannot be implemented, the City finds that the following legal requirements and benefits of the proposed project individually and collectively outweigh the potentially significant unavoidable adverse impacts for the following reasons:

1. Implements the Objectives Established for the Proposed Project

The project objectives include increasing jobs in the City to encourage more residents to shop and work locally and reduce commuting out of the City. The proposed project also includes new policies that will help in maintaining and enhancing conservation areas, focusing growth along major roadway corridors. By directing growth into specific areas, the proposed project reduces change in the existing residential neighborhoods, and provides for mixed use development in areas of the City where services and transportation converge. While the proposed project would result in 11 significant and unavoidable impacts, implementation of the proposed project would ensure that the City is able to accommodate growth envisioned under the Proposed General Plan while meeting the City's vision for development.

2. Promotes City's Economic Vision

The Proposed General Plan supports the City's economic vision by including economic strategies that reflect the changing conditions. Policies from the Land Use Element and Economic Development Element of the Proposed General Plan that support the City's economic vision aim to support mixed-use development to enhance the economic vitality of adjoining commercial uses, retain and expand local businesses, and invest in the City's economic development program to expand and diversify the local tax base. This is essential to enable the City to continue to provide and maintain public services.

Encouraging housing and commercial uses either in a single building as vertical mixed use, or in separate buildings but part of a single project as horizontal mixed use, is a recognized means of encouraging business, and reducing the need to drive thereby reducing air quality, greenhouse gas emissions, and vehicle miles traveled. Diversity of land uses has been recognized since the 1990s as a tool that leads to more efficient cities by creating a compact urban form and providing mobility options.[2] A mixed-use land use pattern also allows for diversity in housing prices helping with accessibility and affordability for a wide range of income levels which is both a Housing Element and state goal.

Additionally, the City of Wildomar is bordered by the City of Lake Elsinore to the north and northwest, unincorporated Riverside County to the west, the City of Murrieta to the south, and the City of

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[2] National Research Council. 2009. *Driving and the Built Environment: The Effects of Compact Development on Motorized Travel, Energy Use, and CO2 Emissions -- Special Report 298*. Washington, DC: The National Academies Press. https://doi.org/10.17226/12747

Menifee to the east; there are topographical constraints from the Cleveland National Forest to the southwest of the City. Therefore, land annexation is not possible because there is limited room for growth outside of the City's boundaries. Because it is unlikely that the City would be able to annex land, businesses in the City would need to expand to provide jobs and services to meet the needs of future growth. Increasing the number of jobs in the City has several benefits: for local governments that derive a portion of their revenues from its commercial and industrial tax base, increasing jobs in a jurisdiction can improve the local economy and quality of services while providing residents with access to private services (such as retail) and jobs within shorter commute distances.[3] Currently, the top providers of retail taxes are online establishments, which has negative impacts on local retail/businesses. Based on the Market Study Technical Memorandum prepared by PlaceWorks, taxable sales in the City are currently 19 percent of the household income, compared to 26 percent in Menifee, 30 percent in Murrieta, and 47 percent in Lake Elsinore, all cities adjacent to the City of Wildomar.[4] By increasing retail uses in the City, there would be an increase in demand for local services as well as an increase in taxable sales. Moreover, by increasing services for local residents the need to travel outside of the City is diminished, further reducing vehicle miles travelled.

Also, by providing housing within the City's boundaries, the City would generate additional revenue through property taxes, improve its jobs-housing ratio, and reduce commute times for residents who work in the City. Annual increases in property tax have been limited to a maximum of 2.0 percent per year by Proposition 13 since 1978. The City's property tax share of development that existed at the time of incorporation is fixed, and only the increment of Under existing conditions, the amount of property tax grow will not be able to keep up with the growth of public services; therefore, an increase in housing (0.08 percent of 1 percent of property tax valuation) would assist with funding for future services.

Moreover, while there is an 11.6-acre parcel of Prime Farmland in the City, this parcel, on the northeast corner of Corydon Road and Grand Avenue is currently designated Commercial Retail in the General Plan and is proposed to change to Mixed Use High under the proposed project. The site is not actively farmed, and historical photographs show a previous orchard as shown in an aerial photograph dated May 1994. The property is surrounded by residential and commercial development. As such, it is not feasible from an economic standpoint to preserve this land for agricultural uses as it is surrounded by urbanized uses and is not currently farmed. Given the arid climate of the region, the high price and low supply of water, and the small size of the site, the site would unlikely be a profitable farm. Allowing for mixed uses on the site would not only result in better land use compatibility with the surrounding uses but would also generate tax revenue for the City.

The Inland Valley Medical Center is the only hospital in the region that offers trauma II services. In 2023, approximately 30 trauma visits per day were patients that lived outside of Wildomar. As such,

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[3] Metropolitan Policy Program at Brookings. 2015, March. *The Growing Distance Between People and Jobs in Metropolitan America.* https://www.brookings.edu/wp-content/uploads/2016/07/srvy_jobsproximity.pdf

[4] PlaceWorks. 2023, June 29. *Market Study Technical Memorandum.* https://envisionwildomar2040.com/wp-content/uploads/2023/09/O_Market-Study-Technical-Memorandum-DRAFT-20230629.pdf

there is a need for hotel and medical tourism services to accommodate out-of-town patients visiting the Inland Valley Medical Center.

Therefore, while the proposed project would result in significant and unavoidable impacts to several topical areas, such as air quality, cultural resources, noise, and transportation, precluding development in the City would hinder the City's ability to accommodate growth, stimulate the local economy, and meet the proposed project's objectives.

3. Provides Diversity in Housing Stock

The proposed project would introduce an additional 8,992 housing units in the City compared to existing conditions. The City adopted its Housing Element and obtained state certification in 2021; the Housing Element includes several policies that support a variety of housing types and densities to accommodate the requirements of the RHNA as well as to ensure the provision of housing units. The Proposed General Plan would provide for a diversity of housing choices which would promote variations in housing prices, types, sizes, and contribute to neighborhood stability by offering more affordable and move-up homes as well as accommodating a diverse income mix.[5] Additionally, the Proposed General Plan would accommodate growth by providing housing options without major disruptions to the existing residential neighborhoods (*e.g.*, focusing growth along major corridors in the Focus Areas).

4. Consistency with the Regional Goals in the RTP/SCS

SCAG's 2020-2045 RTP/SCS was adopted on September 3, 2020. The RTP/SCS encompasses four principles—mobility, economy, healthy/complete communities, and environment—that are important to the region's future. The 2020 RTP/SCS explicitly lays out goals related to housing, transportation technologies, equity, and resilience to adequately reflect the increasing importance of these topics in the region. Specifically, the goals of the RTP/SCS include encouraging regional economic prosperity; improving mobility, accessibility, and travel safety for people and goods; enhancing the preservation and resiliency of the regional transportation system; increasing movement and travel choices for people and goods; reducing GHG emissions, improving air quality, and adapting to climate change; supporting healthy and equitable communities; leveraging new transportation technologies for efficient travel; encouraging diverse housing types and transportation options; and promoting conservation of natural and agricultural lands.

The proposed project would not adversely affect SCAG's ability to align plan investments and policies with economic development and competitiveness. The Proposed General Plan would further a compact development pattern by expanding land uses and intensity within the City, especially within the City's Focus Areas. The proposed vehicular, bicycle, and pedestrian circulation system defined in the Proposed General Plan would be designed, developed, and maintained to meet local and regional transportation needs and would ensure efficient mobility and access. The proposed project would also ensure reliable and safe transit within the City which would lead to enhancing the regional transportation

[5] California Department of Housing and Community Development. 2024. *Zoning for a Variety of Housing Types.* https://www.hcd.ca.gov/planning-and-community-development/housing-elements/building-blocks/zoning-variety-of-housing-types#:~:text=Providing%20development%20opportunities%20for%20a,accommodating%20a%20diverse%20income%20mix.

system. The Proposed General Plan would reduce emissions and improve air quality, and would also reduce inefficient, wasteful, and unnecessary consumption of energy through compliance with state regulations and implementation of the Proposed General Plan policies. The Proposed General Plan would improve the network of bicycle and pedestrian facilities which would encourage active nonmotorized transportation modes and would also reduce air pollutant and greenhouse gas emissions. The Proposed General Plan would support a variety of housing types within the City. Encouraging intensification within the City would ensure natural and agricultural lands are conserved.

Encouraging a land use pattern that enhances mobility options, connectivity, diversity in uses, and ease of trip destinations from the point of origin, as well as accessibility to transit, promotes more compact development.[6] This, in turn, can lead to a reduction in VMT, GHG emissions, and improvements in air quality and efficiency. The Proposed General Plan includes policies that aim to incorporate Complete Streets principles in all types of transportation as well as incorporating a street grid network to enhance connectivity. Additionally, the City's certified Housing Element includes policies aimed at providing a diversity of housing types at different affordability levels.

Under the Proposed General Plan, there would be approximately 19,800 persons per square mile on average, which is an increase of 21 percent compared to the existing General Plan (15,573 persons per square mile on average). Therefore, under the Proposed General Plan, the City would result in a more compact urban form due to the increase in density[7] which would provide for more efficient travel; reduced VMT, air quality, and GHG emissions; and preserve agricultural and natural lands. Additionally, a more compact urban form would reduce the cost of providing services in the City as additional and/or extended infrastructure would be minimized compared to a more sprawled urban form.

C. Conclusion

The City Council of Wildomar has balanced the project's benefits against the significant unavoidable impacts. The City Council finds that the proposed project's benefits, which aim to enhance the City and comply with current legislations, while maintaining the City's development and economic visions, outweigh the project's significant unavoidable impacts, and these impacts, therefore, are considered acceptable in the light of the project's benefits. The City Council finds that each of the benefits described above is an overriding consideration, independent of the other benefits, which warrants approval of the project notwithstanding the project's significant unavoidable impact.

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[6] National Research Council. 2009. *Driving and the Built Environment: The Effects of Compact Development on Motorized Travel, Energy Use, and CO2 Emissions -- Special Report 298*. Washington, DC: The National Academies Press. https://doi.org/10.17226/12747

[7] Ibid.

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