CENTRAL PLAZA
(CDR 2016-01, CUP 2016-01, TTM37284)

INITIAL STUDY FOR
MITIGATED NEGATIVE DECLARATION NO. 2016-01

Prepared By:

CITY OF LAKE ELSINORE

130 South Main Street
Lake Elsinore, CA 92530

Applicant:

PENINSULA RETAIL PARTNERS, LLC

417 29th Street
Newport Beach, CA 92663

Environmental Consultant:

ALBERT A. WEBB ASSOCIATES

3788 McCray Street
Riverside, CA 92506

February 17, 2017

I. INTRODUCTION

A. PURPOSE

This document is an Initial Study for evaluation of environmental impacts resulting from implementation of the Central Plaza project. For purposes of this document, this application will be called the "proposed project".

B. CALIFORNIA ENVIRONMENTAL QUALITY ACT

As defined by Section 15063 of the California Environmental Quality Act (CEQA) Guidelines, an **Initial Study** is prepared primarily to provide the Lead Agency with information to use as the basis for determining whether an Environmental Impact Report (EIR), Negative Declaration, or Mitigated Negative Declaration would be appropriate for providing the necessary environmental documentation and clearance for any proposed project.

According to CEQA Guidelines Section 15065, an **EIR** is deemed appropriate for a particular proposal if the following conditions occur:

$ The proposal has the potential to substantially degrade quality of the environment.

$ The proposal has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

$ The proposal has possible environmental effects which are individually limited but cumulatively considerable.

$ The proposal could cause direct or indirect adverse effects on human beings.

According to Section 21080(c)(1) of CEQA and Section 15070(a) of the CEQA Guidelines, a **Negative Declaration** can be adopted if it can be determined that the project will not have a significant effect on the environment.

According to Section 21080(c)(2) of CEQA and Section 15070(b) of the CEQA Guidelines, a **Mitigated Negative Declaration** can be adopted if it is determined that although the **Initial Study** identifies that the project may have potentially significant effects on the environment, revisions in the project plans and/or mitigation measures, which would avoid or mitigate the effects to below the level of significance, have been made or agreed to by the applicant.

This Initial Study has determined that the proposed project may result in potentially significant environmental effects but that said effects can be reduced to below the level of significance through the implementation of mitigation measures and therefore, a Mitigated Negative Declaration is deemed the appropriate document to provide the necessary environmental evaluations and clearance.

This Initial Study and Mitigated Negative Declaration are prepared in conformance with the California Environmental Quality Act of 1970 , as amended (Public Resources Code, Section 21000 *et seq.*); the State Guidelines for Implementation of the California Environmental Quality Act ("CEQA Guidelines"), as amended (California Code of Regulations, Title 14, Chapter 3, Section 15000, et. seq.); applicable requirements of the City of Lake Elsinore; and the regulations, requirements, and procedures of any other responsible public agency or agency with jurisdiction by law.

The City of Lake Elsinore City Council is designated the Lead Agency, in accordance with Section 15050 of the CEQA Guidelines. The Lead Agency is the public agency which has the principal responsibility for carrying out or approving a project which may have significant effects upon the environment.

C. INTENDED USES OF INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

This Initial Study and Mitigated Negative Declaration are informational documents which are intended to inform the City of Lake Elsinore decision-makers, other responsible or interested agencies, and the general public of the potential environmental effects of the proposed project. The environmental review process has been established to enable public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any potentially adverse impacts. While CEQA requires that consideration be given to avoiding environmental damage, the Lead Agency and other responsible agencies must balance adverse environmental effects against other public objectives, including economic and social goals (CEQA Guidelines Section 15021).

The City of Lake Elsinore City Council, as Lead Agency, has determined that environmental clearance for the proposed project can be provided with a Mitigated Negative Declaration. The Initial Study and Notice of Availability and Intent to Adopt prepared for the Mitigated Negative Declaration will be circulated for a period of 30 days for public and agency review. Comments received on the document will be considered by the Lead Agency before it acts on the proposed project.

D. CONTENTS OF INITIAL STUDY

This Initial Study is organized to facilitate a basic understanding of the existing setting and environmental implications of the proposed project.

I. INTRODUCTION presents an introduction to the entire report. This section identifies City of Lake Elsinore contact persons involved in the process, scope of environmental review, environmental procedures, and incorporation by reference documents.

II. PROJECT DESCRIPTION describes the proposed project. A description of discretionary approvals and permits required for project implementation is also included.

III. ENVIRONMENTAL CHECKLIST FORM contains the City's Environmental Checklist Form. The checklist form presents results of the environmental evaluation for the proposed project and those areas that would have either a potentially significant impact, a less than significant impact with mitigation incorporated, a less than significant impact, or no impact.

IV. ENVIRONMENTAL ANALYSIS provides the background analysis supporting each response provided in the environmental checklist form. Each response checked in the checklist form is discussed and supported with sufficient data and analysis. As appropriate, each response discussion describes and identifies specific impacts anticipated with project implementation. In this section, mitigation measures are also set forth, as appropriate, that would reduce potentially significant adverse impacts to levels of less than significance.

V. MANDATORY FINDINGS presents the background analysis supporting each response provided in the environmental checklist form for the Mandatory Findings of Significance set forth in Section 21083(b) of CEQA and Section 15065 of the CEQA Guidelines.

VI. PERSONS AND ORGANIZATIONS CONSULTED identifies those individuals consulted and involved in the preparation of this Initial Study and Mitigated Negative Declaration.

VII. REFERENCES lists bibliographical materials used in preparation of this document.

E. SCOPE OF ENVIRONMENTAL ANALYSIS

For evaluation of environmental impacts, each question from the Environmental Checklist Form is stated and responses are provided according to the analysis undertaken as part of the Initial Study. All responses will take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. Project impacts and effects will be evaluated and quantified, when appropriate. To each question, there are four possible responses, including:

1. **No Impact:** A "No Impact" response is adequately supported if the referenced sources show that the impact simply does not apply to the proposed project.

2. **Less Than Significant Impact:** Development associated with project implementation will have the potential to impact the environment. These impacts, however, will be less than the levels of thresholds that are considered significant and no additional analysis is required.

3. **Less Than Significant With Mitigation Incorporated:** This applies where incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and explain how the measures reduce the effect to a less than significant level.

4. **Potentially Significant Impact:** Future implementation will have impacts that are considered significant and additional analysis and possibly an EIR are required to identify mitigation measures that could reduce these impacts to less than significant levels.

F. TIERED DOCUMENTS, INCORPORATION BY REFERENCE, AND TECHNICAL STUDIES

Information, findings, and conclusions contained in this document are based on the incorporation by reference of tiered documentation and technical studies that have been prepared for the proposed project which are discussed in the following section.

1. Tiered Documents

As permitted in Section 15152(a) of the CEQA Guidelines, information and discussions from other documents can be included into this document. Tiering is defined as follows:

"Tiering refers to using the analysis of general matters contained in a broader EIR (such as the one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project."

For this document, the "Lake Elsinore General Plan Final EIR" (prepared in 1990) and the serves as the broader document, since it analyzes the entire City area, which includes the proposed project site. However, as discussed, site-specific impacts, which the broader document (Lake Elsinore General Plan Final EIR) can not adequately address, may occur for certain issue areas. This document, therefore, evaluates each

environmental issue alone and will rely upon the analysis contained within the Lake Elsinore General Plan Final EIR with respect to remaining issue areas.

Tiering also allows this document to comply with Section 15152(b) of the CEQA Guidelines, which discourages redundant analyses, as follows:

"Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including the general plans, zoning changes, and development projects. This approach can eliminate repetitive discussion of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration."

Further, Section 15152(d) of the CEQA Guidelines states:

"Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to effects which:

(1) Were not examined as significant effects on the environment in the prior EIR; or

(2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions or other means."

2. <u>Incorporation by Reference</u>

Incorporation by reference is a procedure for reducing the size of EIRs and is most appropriate for including long, descriptive, or technical materials that provide general background information, but do not contribute directly to the specific analysis of the project itself. This procedure is particularly useful when an EIR or Negative Declaration relies on a broadly-drafted EIR for its evaluation of cumulative impacts of related projects (*Las Virgenes Homeowners Federation v. County of Los Angeles* [1986, 177 Ca.3d 300]). If an EIR or Negative Declaration relies on information from a supporting study that is available to the public, the EIR or Negative Declaration cannot be deemed unsupported by evidence or analysis (*San Francisco Ecology Center v. City and County of San Francisco* [1975, 48 Ca.3d 584, 595]). This document incorporates by reference the document from which it is tiered, the Lake Elsinore General Plan Final Environmental Impact Report, published in 1990. This document will be referred to as the "General Plan EIR".

When an EIR or Negative Declaration incorporates a document by reference, the incorporation must comply with Section 15150 of the CEQA Guidelines as follows:

- The incorporated document must be available to the public or be a matter of public record (CEQA Guidelines Section 15150[a]). The General Plan EIR shall be made available, along with this document, at the City of Lake Elsinore, Community Development Department, 130 South Main Street, Lake Elsinore, CA 92530, ph. (951) 674-3124.

- This document must be available for inspection by the public at an office of the lead agency (CEQA Guidelines Section 15150[b]). This document is available at the City of Lake Elsinore, Community Development Department, 130 South Main Street, Lake Elsinore, CA 92530, ph. (951) 674-3124.

- This document must summarize the portion of the document being incorporated by reference or briefly

describe the information that cannot be summarized. Furthermore, this document must describe the relationship between the incorporated information and the analysis in the General Plan EIR (CEQA Guidelines Section 15150[c]). As discussed above, the General Plan EIR addresses the entire City of Lake Elsinore and provides background and inventory information and data which apply to the project site. Incorporated information and/or data will be cited in the appropriate sections.

- This document must include the State identification number of the incorporated document (CEQA Guidelines Section 15150[d]). The State Clearinghouse Number for the General Plan EIR is 91122065.

- The material to be incorporated in this document will include general background information (CEQA Guidelines Section 15150[f]).

3. <u>Technical Studies</u>

- *Air Quality and Greenhouse Gas Analysis, Central Plaza Project, City of Lake Elsinore, County of Riverside, California*, prepared by LSA Associates, dated November 2016.
- *Biological Resources and MSHCP Consistency Report, Central Plaza Project, City of Lake Elsinore, Riverside County, California*, prepared by LSA Associates, dated September, 1 2016.
- *Cultural Resources Assessment, Central Plaza Project, City of Lake Elsinore, Riverside County, California*, prepared by LSA Associates, dated December 2016.
- *Geotechnical Engineering Investigation, Proposed Central Plaza, SEC Collier Avenue and Central Avenue, Lake Elsinore, California*, prepared by Salem Engineering Group, dated February 29, 2016.
- *Revised Phase I Environmental Site Assessment, Vacant Land and Residence South of Central Avenue & Interstate Highway 15, Lake Elsinore, California*, prepared by Salem Engineering Group, dated September 30, 2015.
- *Preliminary Drainage Report, Central Plaza, Lake Elsinore, Riverside County, CA*, prepared by David Evans and Associates, dated December 2015.
- *Project Specific Water Quality Management Plan, Central Plaza Retail Center,* prepared by David Evans and Associates, dated December 21, 2015.
- *Noise and Vibration Impact Analysis, Central Plaza, City of Lake Elsinore, County of Riverside, California,* prepared by LSA Associates, dated October 2016.
- *Central Plaza Traffic Impact Study, City of Lake Elsinore,* prepared by RK Engineering Group, dated February 9, 2017

II. PROJECT DESCRIPTION

A. PROJECT LOCATION AND SETTING

OVERVIEW

Development of the Central Plaza project (Project) would occur on a currently undeveloped site located at the southeast corner of Central Avenue (State Highway 74) and Collier Avenue in the City of Lake Elsinore (City) (**Figure 1, Vicinity Map** and **Figure 2, Project Site**). The approximately 7.25 acre[1] Project site is located within Section 31, Township 5 South, Range 4 West as shown on the *Lake Elsinore, California* 7.5 minute U.S. Geologic Survey (USGS) topographic map dated 1988 (**Figure 3, USGS Map**). The Project site is characterized by a knoll in the northern half of the property previously used for the two home sites and the swale in the southern half used to dissipate street runoff. The site is fairly level with only approximately 10 feet lowering of elevation from an estimated 1,280 feet above mean sea level (amsl) at the north corner of the property to 1,270 feet at the southern corner.

During the 1970s to 1980s, two residences existed on the north half of property along Central Avenue. Only one of the houses remains standing today. The single-family residence at 22674 Collier Avenue is a one-story modest vernacular style house built in 1943. This residence is currently vacant. Evaluation[2] of this structure determined the property does not meet any of the criteria for listing in any state or national historic register. The numerous eucalyptus trees on the project site were planted in the 1960s or 1970s. The former Collier Avenue intersection at the southwest corner of the project area is still partially visible in front of the existing house. Prior to the beginning of increased residential and commercial development in the 1970s, the site and adjacent areas were used for ranching and dryland crop farming.

The Project site is bounded by commercial uses to the north, undeveloped land to south, and Interstate 15 (I-15) and business park uses to the east and west, respectively. **Table 1, On-site and Adjacent Land Use**, summarizes on-site and adjacent land use while **Figure 1** illustrates project location and the existing site conditions.

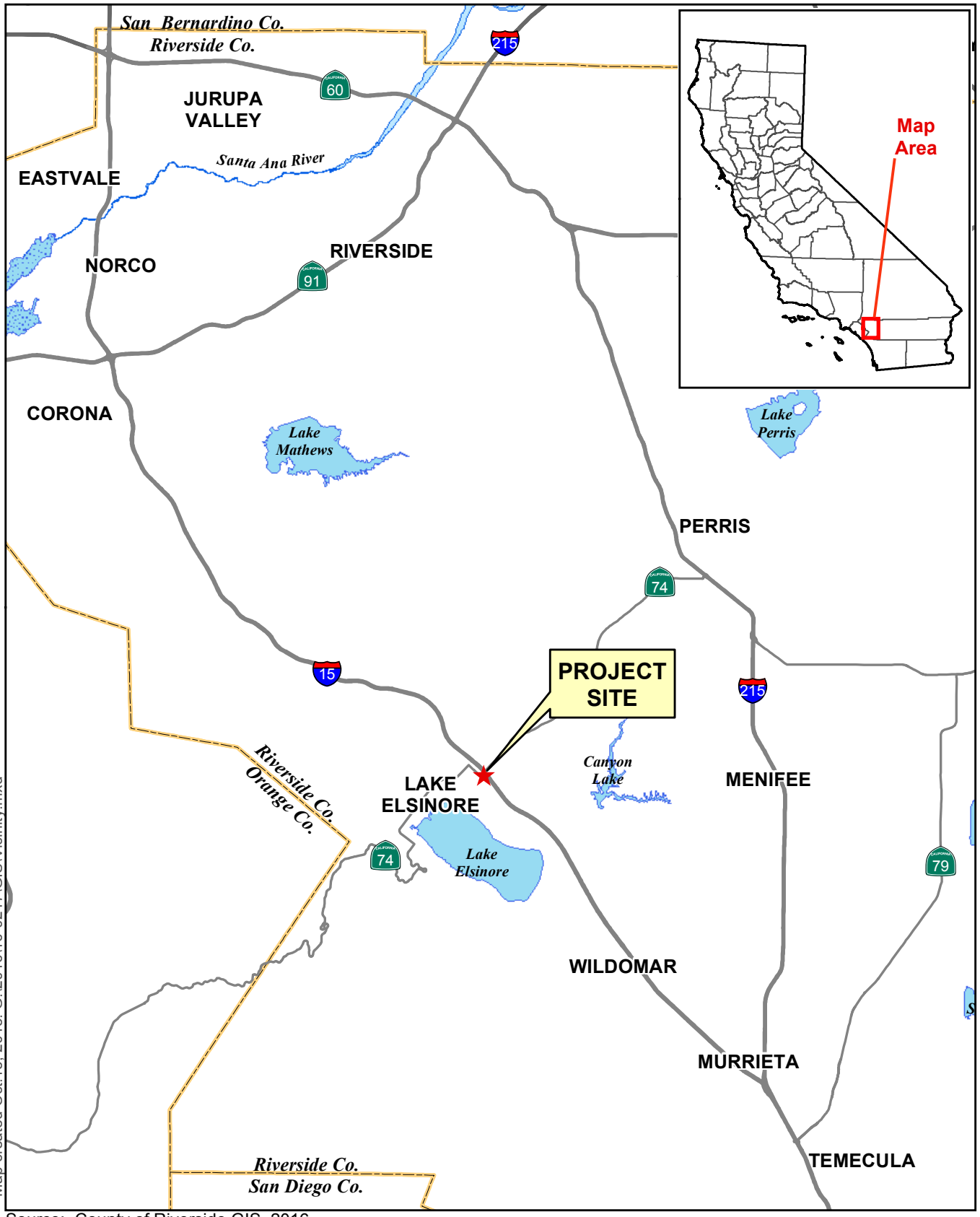
Table 1, On-site and Adjacent Land Use

	Land Use	General Plan	Zoning
On-site	Vacant residence Balance of site is undeveloped	General Commercial	C-2 General Commercial
North	Shopping Center	General Commercial	C-2 General Commercial
South	Undeveloped	General Commercial	C-2 General Commercial
East	I-15	---	---
West	Business Park	Business Professional	CM Commercial Manufacturing

Source(s): City of Lake Elsinore Zoning Map; City of Lake Elsinore Land Use Plan (General Plan Figure 2.1A)

1 Assessor Parcel Nos.: 377-080-14 and 377-080-031 through -034

2 *Cultural Resources Assessment, Central Plaza Project*, LSA, June 2016.



Map created Oct.13, 2015. G:\2016\16-0217\GIS\Vicinity.mxd

Source: County of Riverside GIS, 2016

0 2 4 6 Miles

Figure 1 – Vicinity Map

Central Plaza

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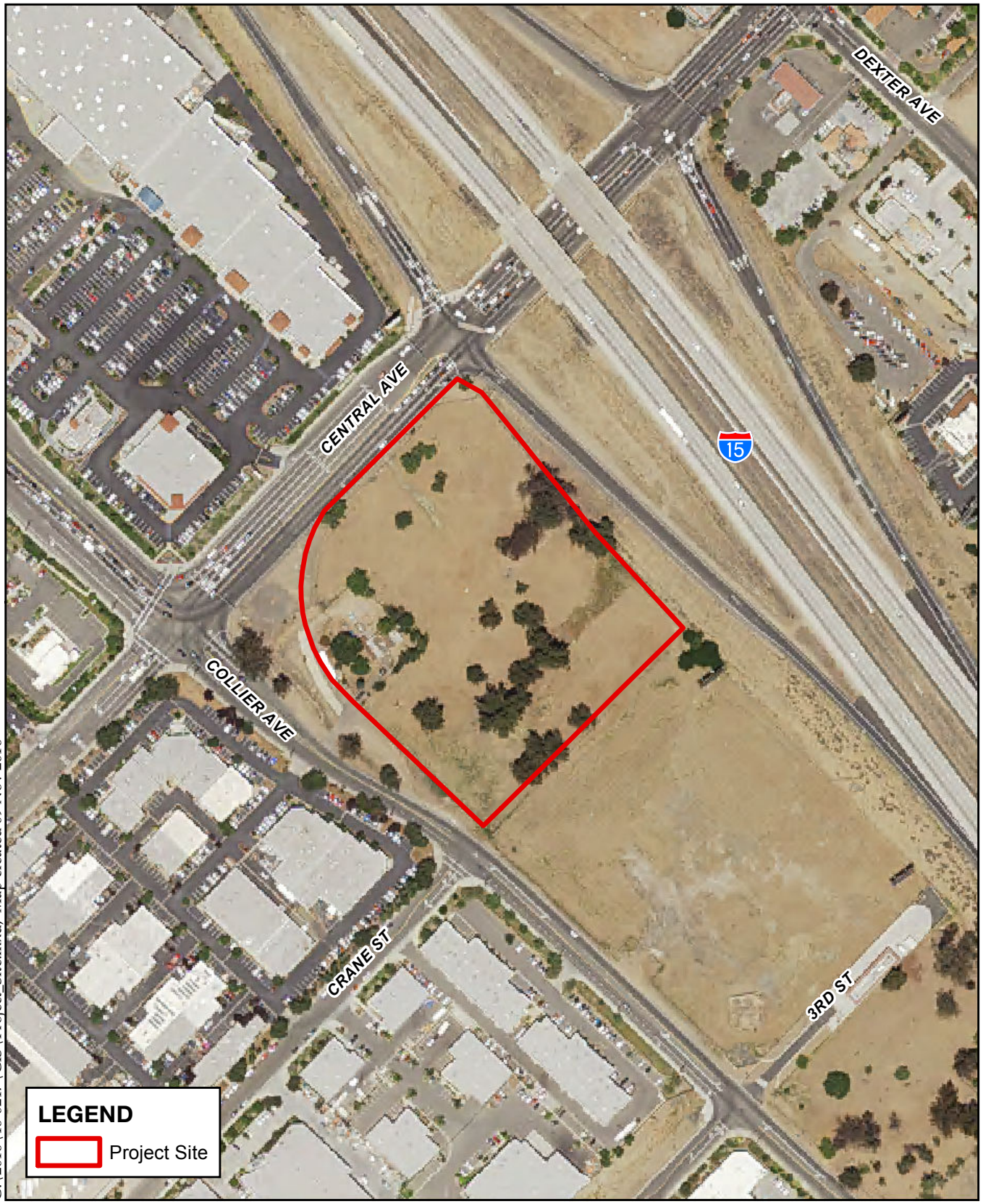

G:\2016\16-0217\GIS\Project_Site.mxd; Map created 09 Nov 2016

Sources: Riverside Co. GIS, 2016;
USDA NAIP, 2014.

0 250 500 750 Feet

Figure 2 - Project Site

Central Plaza

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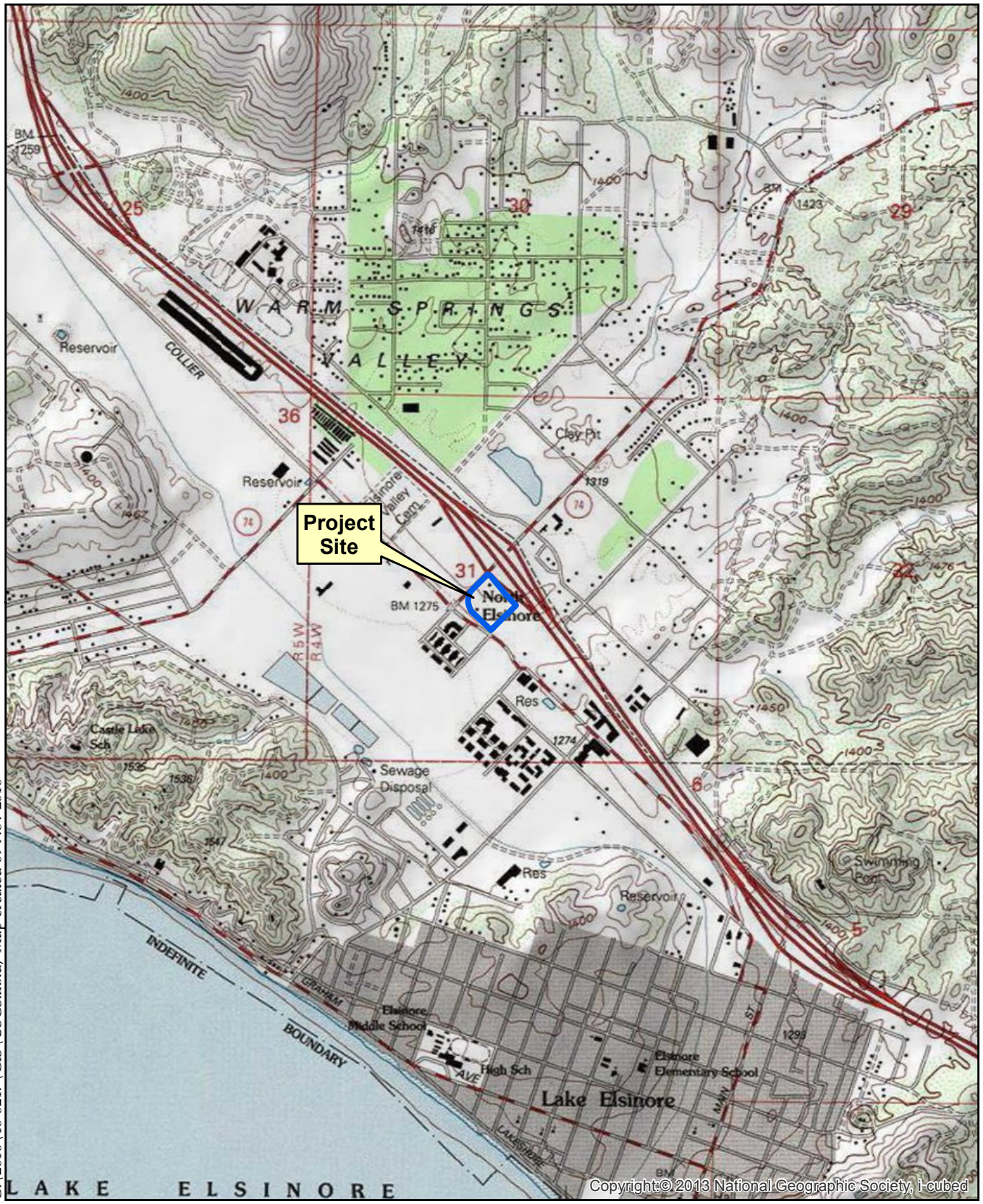

G:\2016\16-0217\GIS\USGS.mxd; Map created 09 Nov 2016

Sources: ESRI / USGS 7.5min Quad
DRG: ELSINORE

0 1,000 2,000 3,000 Feet

Figure 3 - USGS Map
Central Plaza

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B. PROJECT DESCRIPTION

PROJECT CHARACTERISTICS

The proposed Project consists of a commercial center totaling approximately 65,803 square feet of development consisting of a main building located on the southern portion of the site and four pad buildings located along Central Avenue (**Figure 4, Site Plan**). This commercial center will be comprised of approximately 53,469 square feet of retail and 12,334 square feet of restaurant uses. Three of the pad buildings will host fast-food restaurant uses (two with drive-thru windows). While individual hours of operation for each use will vary, the proposed retail and restaurant uses are anticipated to operate seven days a week, between the hours 5:00 a.m. and 11:00 p.m. Development characteristics for the proposed buildings are detailed in **Table 2, Project Characteristics** and **Figure 2**. Truck doors, loading facilities and areas dedicated for trash compaction, recycling and related functions will be located at the back of the main building, screened from public view.

Table 2, Project Characteristics

Building	Square Footage	Notes
Major A	21,060	Marshall's
Major B	9,998	Ulta
Major C	8,011	Skechers
Major D	9,013	Five Below
Pad 3	5,387	TBD
Total Retail	**53,469**	
Pad 1	4,500	Drive-thru, TBD
Pad 2	3,530	2 suites, TBD
Pad 4	4,304	Drive-thru, TBD
Total Restaurant	**12,334**	
TOTAL	**65,803**	

Source: *Central Plaza, Conceptual Site Plan Scheme Kv7*, February, 2017.
TBD: To be determined

It is anticipated preparation of the site will require the import of approximately 36,000 cubic yards of soil. Grading plans for the Project will be reviewed and approved by the City prior to the issuance of grading permits. All grading plans and activities will conform to the City grading ordinance and dust and erosion control requirements.

Building heights will range from 26 feet on the pad buildings to a maximum of 42 feet on the Major (A-D) building (**Figure 5, Exterior Elevations Majors A, B, C, & D**). Continuing the theme of development at the commercial center to the north, exterior colors will include white, tans and brown. Monument signs are proposed at project entries on Central and Collier Avenue and an on-site freeway pylon sign is proposed to be located along the I-15 frontage. Final design, building elevations and project signage will be reviewed and approved as part of the Project's entitlement process.

The Project will include right-in/right-out access along Central and Collier Avenues with a left turn into the Project from Colliers. A third access point (shared driveway) will be located on Collier Avenue opposite Crane Street. A total of 363 parking spaces will be provided. The Project will include the installation of a new bus stop along Collier Avenue approximately 500 feet south of Central Avenue.

The proposed Project includes the following land use applications:

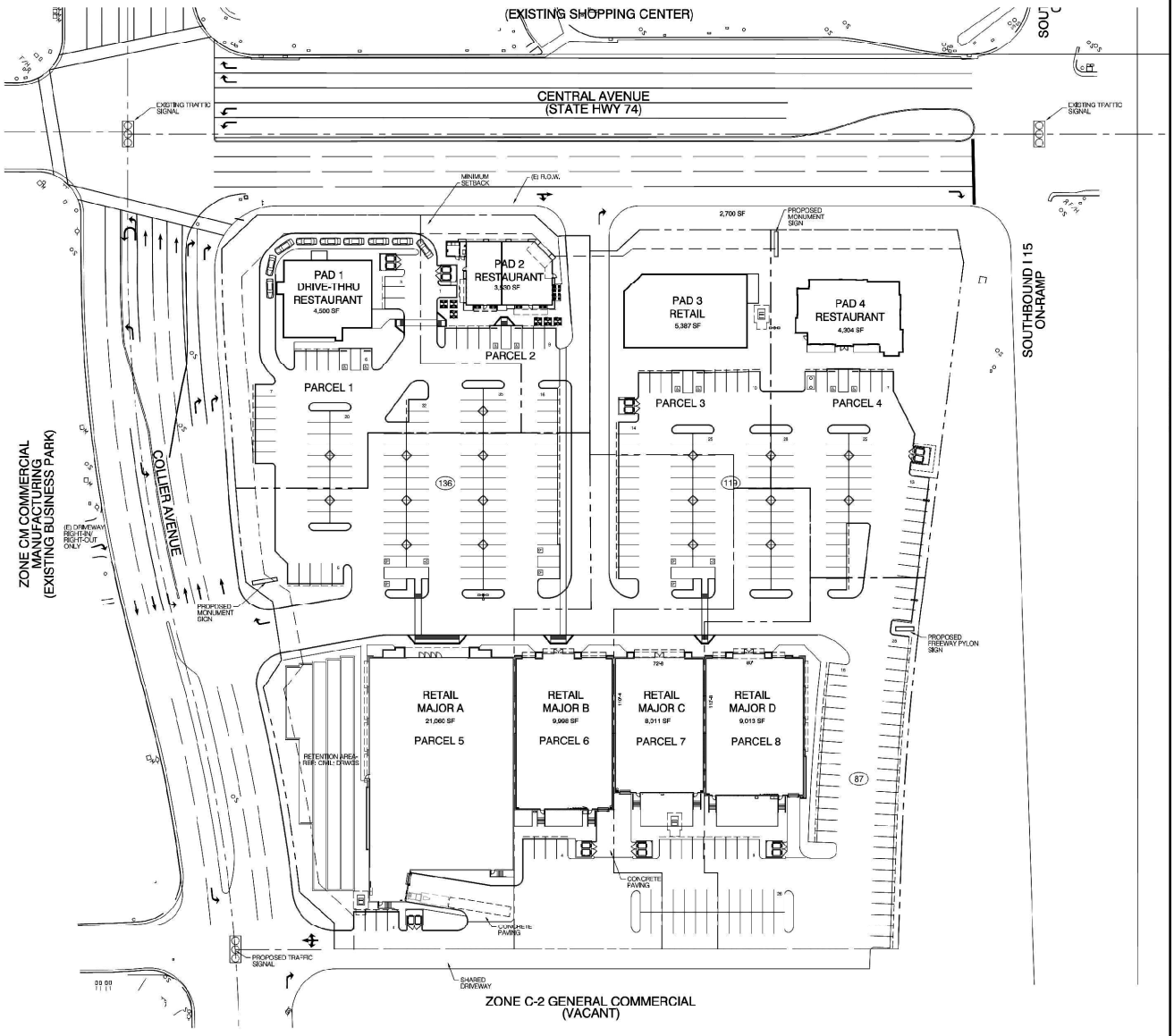
1. Commercial Design Review (Case No. CDR 2016-01)
2. Conditional Use Permit (Case No. CUP 2016-01)
3. Tentative Tract Map 37284

Project Assumptions

- The existing vacant single-family residential structure located at 22674 Collier Avenue will be demolished.
- The existing eucalyptus trees located across the Project site will be removed.
- Borrow site, haul route and truck trips are unknown at this time.

Off-Site Improvements

Additional off-site improvements include adding one (1) northbound through lane on Collier Avenue; and two (2) northbound right turning lanes on Collier Avenue. In addition, two (2) additional eastbound lanes along Central Avenue will be installed. Both Collier and Central Avenues will be fully improved with new gutters, curb, sidewalk, and light standards.



G:\2016\16-0217\GIS\Site_Plan.mxd; Map revised 14 Feb 2017

GK Pierce Architects, February 2017.

NOT TO SCALE

Figure 4 - Conceptual Site Plan

Central Plaza

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NORTH (CENTRAL AVENUE) MAJOR C & D

NORTH (CENTRAL AVENUE) MAJORS A & B

NORTH (CENTRAL AVENUE) COMPOSITE ELEVATION

EXTERIOR MATERIALS & FINISHES LEGEND

- (A) EXTERIOR INSULATION & FINISH SYSTEM (EIFS) FINISH: TO MATCH STOLIT 1.0 COLOR: TO MATCH SHERWIN WILLIAMS SW6385 "DOVER WHITE"
- (B) EXTERIOR INSULATION & FINISH SYSTEM (EIFS) FINISH: TO MATCH STOLIT 1.0 COLOR: TO MATCH SHERWIN WILLIAMS SW6116 "ATAMI TAN"
- (C) EXTERIOR INSULATION & FINISH SYSTEM (EIFS) FINISH: TO MATCH STOLIT 1.0 COLOR: TO MATCH SHERWIN WILLIAMS SW6107 "NOMADIC DESERT"
- (D) EXTERIOR INSULATION & FINISH SYSTEM (EIFS) FINISH: TO MATCH STOLIT 1.0 COLOR: TO MATCH BENJAMIN MOORE 2061-20 "CHAMPION COBALT BLUE"
- (E) BLUE IDENTITY BANDS TK PRODUCTS "TK 6010-40" COLOR: PVB 300 "ROSS BLUE" MATTE FINISH RECESS 3/4"
- (F) SPLIT FACE CMU- COLOR: ORCO WHEAT
- (G) SHOT BLASTED CMU BAND/ CAP- COLOR: ORCO OTAY BROWN
- (H) SHOT BLASTED CMU- STACKED BOND COLOR: ORCO OTAY BROWN
- (J) SHOT BLASTED CMU VENEER- STACKED BOND COLOR: ORCO OTAY BROWN
- (K) PRECISION CMU- PAINTED COLOR: TO MATCH ITEM B
- (L) MANUFACTURED STONE VENEER MFR: ELDORADO STONE COLOR/ PATTERN: DURANGO MOUNTAIN LEDGE (DRYSTACK)
- (M) PRECAST CONCRETE CAP- COLOR: MILL GRAY REF: DETAILS
- (N) ALUMINUM STOREFRONT SYSTEM- COLOR: CLEAR ANODIZED ALUMINUM
- (O) AUTOMATIC DOOR SYSTEM- COLOR & FINISH: TO MATCH ITEM N REF: DOOR SCHEDULE
- (P) METAL DOORS & FRAMES- PAINTED COLOR: TO MATCH ADJACENT SURFACE
- (Q) DECORATIVE LIGHT FIXTURE MFR: ECLIPSE GALILEO SIGNATURE SERIES- VEGA W/ FULL PERFEX SHIELD FINISH: ANODIZED CLEAR ALUMINUM REF: ELECTRICAL DRAWINGS FOR SPECIFICATION
- (R) DECORATIVE LIGHT FIXTURE MFR: NOVA MODEL: #O71938-B, QUARTER SPHERE SCONCE FINISH: ANODIZED CLEAR ALUMINUM REF: ELECTRICAL DRAWINGS FOR SPECIFICATION
- (S) OVERHEAD STEEL TRELLIS (PAINTED) COLOR: METALLIC CLEAR ALUMINUM
- (T1) FIRE RESISTANT FABRIC AWNING (BACK LIT)- FABRIC COLOR: SUNBRELLA "MARINE BLUE" FRAME COLOR TO MATCH
- (T2) FIRE RESISTANT FABRIC AWNING (BACK LIT)- FABRIC COLOR: SUNBRELLA "ORANGE POP" FRAME COLOR TO MATCH
- (T3) FIRE RESISTANT FABRIC AWNING (BACK LIT)- FABRIC COLOR: SUNBRELLA "XXXX" FRAME COLOR TO MATCH
- (U) SIGNAGE UNDER SEPARATE PERMIT- REFER TO SIGN PROGRAM

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GK Pierce Architects, June 2016.

Figure 5 - Exterior Elevations Majors A, B, C & D

Central Plaza

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III. ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. **Project Title:** Central Plaza

2. **Lead Agency Name and Address:** City of Lake Elsinore, 130 South Main Street, Lake Elsinore, CA 92530

3. **Contact Person and Phone Number:** Justin Kirk, Principal Planner, (951) 674-3124 ext. 284.

4. **Project Location:** Southeast corner of the intersection of Collier Avenue and Central Avenue in Lake Elsinore, Riverside County, California; Assessor's Parcel Numbers [APNs] 377-080-014, 031, 032, 033, & 034.

5. **Project Sponsor's Name and Address:** Peninsula Retail Partners, LLC., 417 29th Street, Newport Beach, CA 92663

6. **General Plan Designation:** General Commercial

7. **Zoning:** General Commercial (C2)

8. **Description of Project:** The proposed project consists of a commercial center totaling approximately 65,803 square feet of development consisting of a main building located on the southern portion of the site and four pad buildings located along Central Avenue. This commercial center will be comprised of approximately 53,469 square feet of retail and 12,334 square feet of restaurant uses. Three of the pad buildings will host fast-food restaurant uses (two with drive-thru windows.)

9. **Surrounding Land Uses and Setting:** The site is currently mostly undeveloped land, covered with medium to large trees and seasonal grasses on a localized area. The west-northwest portion of the site is currently occupied by a vacant single-family residence. The project site is bounded by commercial uses to the north, undeveloped land to south, and Interstate 15 (I-15) and business park uses to the east and west, respectively.

   The setting, which once consisted of agricultural and vacant land, has been significantly compromised by increasing development of the land since 1978. The Project site's historical uses include previous undetermined agricultural use and a gasoline service station from sometime in 1930s to the 1970s. Any agricultural setting that may have existed around the Project area has been developed with modern commercial, industrial, and transportation uses.

10. **Other Public Agencies Whose Approval is Required**: None

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation / Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance

C. DETERMINATION

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Justin Kirk, Principal Planner — Date 2/13/17

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest uses?	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	☐	☐	☒	☐
III. AIR QUALITY. Where available, significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(including releasing emissions, which exceed quantitative thresholds for ozone precursors)?				
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially 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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the California Code of Regulations?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the California Code of Regulations?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands area adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there could be a net deficit in aquifer volume or a lowering of the local groundwater table (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	☐	☐	☒	☐
e) 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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☒	☐	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☒	☐	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☒	☐	☐
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XII. NOISE. Would the project result in:				
a) Exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
levels?				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public services/facilities?	☐	☐	☒	☐
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b) Conflict with an applicable congestion	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☒	☐	☐
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill system with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

IV. ENVIRONMENTAL ANALYSIS

This section provides an evaluation of the impact categories and questions contained in the Environmental Checklist. A complete list of the reference sources applicable to the following source abbreviations is contained in Section VII, References, of this document.

I. AESTHETICS

a) Have a substantial adverse effect on a scenic vista? (Less than Significant Impact)

The most notable aesthetic resource in the City of Lake Elsinore (City) is Lake Elsinore itself, a 3,000-acre natural lake. The City's aesthetic setting is characterized by urbanized development of various densities occurring within varied topographical features and interspersed with undeveloped natural areas. Scenic resources within and surrounding the City include the lake, portions of the Cleveland National Forest, rugged hillside land, distant mountains and ridgelines, rocky outcroppings, streams, vacant land with native vegetation, parkland, and buildings of historical and cultural significance such as the cultural center, bathhouse, and military academy.

The Project site is currently vacant and is bounded by a similar use to the north and the I-15 to the east. The proposed Project is located over 1 mile from Lake Elsinore (water body) and does not propose any building heights in excess of those that are allowed by the City's Zoning Code. Building heights will range from 26 feet on the pad buildings to a maximum of 42 feet on the Major (A-D) buildings (**Figure 5, Exterior Elevations Majors A, B, C, & D**). Monument signs are proposed at project entries on Central and Collier Avenues and an on-site freeway pylon sign is proposed to be located along the I-15 frontage. Views of the scenic resources within and surrounding the City as describe above, are the prominent scenic vistas in the area. However, the Project will not impede any of these views. Thus, the proposed Project will not have a substantial adverse effect on a scenic vista. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; Google Earth; Project Description)

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Less than Significant Impact)

The California Department of Transportation (Caltrans) currently identifies both I-15 and SR-74 as eligible for listing as state scenic highways, but they are not officially designated as such. The proposed Project is adjacent to I-15 and SR-74. However, any potential visual impacts will be addressed through the City's design review process.

There is an existing residential structure on-site at 22674 Collier Avenue. However, this structure is vacant, in poor condition, and numerous alterations to the structure and property have significantly compromised its architectural integrity. A Project-specific Cultural Resources Assessment was prepared by LSA Associates which indicates that the property does not meet any of the criteria for listing in the California Register and therefore, the residence is not a historical resource as defined by CEQA. Since the existing vacant residential structure is not considered a historic resource, the planned demolition will not have a significant in terms of damaging a scenic resource.

Additionally, the City has local ordinances that protect the City's streetscape and trees. The City's Municipal

Code includes a City Tree Preservation Ordinance (Ord. 1256). There are eucalyptus trees growing along the City streets adjacent to the Project site. These trees may be removed as part of this Project or a separate street improvement project located at the intersection of Collier and Central Avenues. The proposed Project will comply with Ord. 1256 to ensure the preservation of trees and the local streetscape. The City of Lake Elsinore has also determined that certain species of palm trees in the family Palmaceae are locally significant resources through the City Significant Palm Tree Ordinance (Ord. 1160). However, no palms occur on the Project site.

Thus, through compliance with local ordinances and the City's design review process, any potential impact to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway will be less than significant. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Bio Report; Cultural Report; General Plan EIR; LEMC)

c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Less than Significant Impact)

The site is currently mostly undeveloped land, covered with medium to large trees and seasonal grasses on a localized area. The west-northwest portion of the site is currently occupied by a vacant single-family residential structure. The project site is surrounded by commercial uses to the north, undeveloped land to south, and Interstate 15 (I-15) and business park uses to the east and west, respectively.

The setting, which once consisted of agricultural and vacant land, has been significantly compromised by increasing development of the land since 1978. The Project site's historical uses include previous undetermined agricultural use and a gasoline service station from sometime in 1930s to the 1970s. Any agricultural setting that may have existed around the Project area has been developed with modern commercial, industrial, and transportation uses. As discussed in Item I.b above, there are eucalyptus trees growing along the City streets adjacent to the Project site. Any tree removal will be subject to Ord. 1256 which ensures the preservation of trees and the local streetscape.

The Project site is currently vacant and is bounded by a similar use to the north and the I-15 to the east. Building heights will range from 26 feet on the pad buildings to a maximum of 42 feet on the Major (A-D) building (**Figure 5 – Exterior Elevations Majors A, B, C, & D**). Continuing the theme of development at the commercial center to the north, exterior colors will include white, tans and brown. Monument signs are proposed at project entries on Central and Collier Avenue and an on-site freeway pylon sign is proposed to be located along the I-15 frontage. Final design, building elevations and project signage will be reviewed and approved as part of the Project's entitlement process. Thus, the proposed Project will not substantially degrade the existing visual character or quality of the site and its surroundings. Therefore, impacts are less than significant impact.

Mitigation Measures: No mitigation measures are required.

(Sources: Cultural Report; Phase I ESA; Project Description)

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Less than Significant Impact)

According to the City's General Plan, light and glare impacts to the Mount Palomar Observatory are of concern to the City. Areas of light pollution impacts have been identified through a "ring analysis," where primary

impacts to the Observatory are within a 30-mile radius, and secondary impacts are up to 45 miles. According to the General Plan Figure 4.12, the Project site is within the 45-mile secondary impacts radius. The proposed Project would introduce light features to the vacant project site. Accordingly, the new building and associated components would include lighting features typical of commercial developments, such as security lighting and indoor store lighting. However, while the Project would introduce new sources of light, all lighting fixtures would comply with Lake Elsinore Municipal Code (LEMC) Section 17.112.040 Lighting (for Nonresidential Development). Section 17.112.040 requires all outdoor lighting fixtures in excess of 60 watts to be oriented and shielded to prevent direct illumination above the horizontal plane passing through the luminaire and prevent any glare or illumination on adjacent properties or streets. Further, this section of the LEMC encourages the use of low pressure sodium vapor lighting due to the City's proximity to the Mount Palomar Observatory. The proposed Project will also introduce new sources of daytime glare due to the new building surfaces and vehicles traveling to and from the site. However, the glare created by the Project's proposed development will be consistent with the levels of glare that emitted by the surrounding development Thus, the proposed Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: LEMC; General Plan)

II. AGRICULTURE AND FORESTRY RESOURCES

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (No Impact)

Agricultural uses constitute approximately 0.8 percent of the City's total acreage and are designated by the California Farmland Mapping and Monitoring Program (FMMP) as Farmland of Local Importance (554 acres within the City), Grazing Land (827 acres within the City), and Unique Farmland (25 acres within the City). Remaining land is considered Urban/Built Up Land or Other Land, reflecting its developed uses or other characteristics making it unsuitable for agriculture. None of the farmland designations applied to land within the City or SOI is considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the State of California.

According to the California Department of Conservation *California Important Farmland Finder*, the Project site consists of Farmland of Local Importance and Urban-Built up land. Thus, the proposed Project will not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: DOC; General Plan EIR)

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (No Impact)

The proposed Project is not located within or adjacent to a Williamson Act contract as there are no Williamson Act agricultural preserves located within the City. Additionally, the Project site is zoned as General Commercial (C2) and surrounded by Commercial Manufacturing (CM) and other C2 zoning designations. Thus, the proposed Project will not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: DOC WA; General Plan EIR; Zoning Map)

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (No Impact)

The proposed Project site is within the City of Lake Elsinore which does not have zoning designated for forest land, timberland, or timberland zoned Timberland Production within City limits. Further, the site does not contain forestland or timberland. Thus, there is no conflict with existing zoning and no cause for rezoning of land related to forestland or timberland. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: Zoning Map)

d) Result in the loss of forest land or conversion of forest land to non-forest uses? (Less than Significant Impact)

As indicated in Item II.c above, the City does not have a zoning designation for forest land, timberland, or timberland zoned Timberland Production within City limits. According to the *Biological Resources and MSHCP Consistency Report* prepared by LSA Associates, trees documented on-site include eucalyptus and other ornamental trees (tree of heaven, cedar, etc.). These trees are non-native ornamental tree species that will be removed as a part of the Project and do not constitute classification as forest land. Thus, the proposed Project will not result in the loss of forest land or conversion of forest land to non-forest uses. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Bio Report; Zoning Map)

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use? (Less than Significant Impact)

As discussed in Item II.a above, according to the California Department of Conservation *California Important Farmland Finder*, the Project site consists of Farmland of Local Importance and Urban-Built up land. While the land is designated as Farmland of Local Importance, as discussed in Item I.c above, the setting of the Project area, which once consisted of agricultural and vacant land, has been significantly compromised by increasing development of the land since 1978. The Project site's historical uses include previous undetermined agricultural use and a gasoline service station from sometime in 1930s to the 1970s. Any agricultural setting that may have existed around the Project area has been developed with modern commercial, industrial, and transportation uses.

No agricultural activities are presently occurring on-site. The existing conditions on-site include undeveloped land, covered with medium to large trees and seasonal grasses on a localized area. The west-northwest portion of the site is currently occupied by a vacant single-family residential structure, the condition of which provides no indication of agricultural use. Additionally, the proposed Project is consistent with the existing zoning designation of General Commercial (C2). Thus, the proposed Project does not result in conversion of Farmland to non-agricultural use. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Cultural Report; DOC; Phase I ESA; Project Description; Zoning Map)

III. AIR QUALITY

a) **Conflict with or obstruct implementation of the applicable air quality plan? (Less than Significant Impact)**

A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. A consistency determination fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans.

The AQMP is based on regional growth projections developed by SCAG. The proposed Project is a commercial development and is not defined as a regionally significant project under CEQA; therefore, it does not meet SCAG's Intergovernmental Review criteria. The proposed uses are consistent with the zoning designation for the project site, which is consistent with the City General Plan. The City General Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Pursuant to the methodology in Chapter 12 of the 1993 SCAQMD *CEQA Air Quality Handbook*, consistency with the Basin 2012 AQMP is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation; and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented below:

1. The proposed Project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by SCAQMD with control measures incorporated as described in Item III.b below; therefore, the Project would not result in an increase in the frequency or severity of any air quality standard violation and would not cause a new air quality standard violation.
2. The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities; therefore, since the proposed Project is a commercial development that does not fall into any of these categories, the proposed Project is not defined as significant.

Based on the consistency analysis presented above, the proposed Project is consistent with the General Plans and the regional AQMP. Thus, the proposed Project does not conflict with or obstruct implementation of the applicable air quality plan. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG)

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Less than Significant Impact)

Air pollutant emissions associated with the proposed Project would occur over the short term from construction

activities (e.g., fugitive dust from site preparation and grading, and emissions from equipment exhaust). Long-term regional emissions would be associated with Project-related vehicular trips and would be due to energy consumption (e.g., electricity usage) by the proposed land uses.

CalEEMod (Version 2016.3.1) was used to calculate the construction emissions in the *AQ/GHG Analysis* prepared by LSA Associates (Appendix A). **Table III-A, Estimated Construction Emissions**, shows the combination of the on- and off-site construction emissions from CalEEMod output tables. The measures that have been applied to the analysis are SCAQMD-required construction emissions control measures, or standard conditions. The proposed Project would be required to comply with SCAQMD Rules 402 and 403 to avoid nuisance and control fugitive dust.

Table III-A, Estimated Construction Emissions

Activity	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Construction Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
2017 Construction Phase						
Demolition	1.26	32.66	24.67	0.04	0.47	0.47
Site Preparation	1.21	33.72	22.96	0.04	7.52	4.34
Grading	1.01	26.88	18.99	0.03	2.78	1.69
Peak Daily	**1.26**	**33.72**	**24.67**	**0.04**	**7.52**	**4.34**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
2018 Construction Phase						
Grading	1.01	26.88	18.99	0.03	2.78	1.69
Building Construction	1.08	23.55	17.87	0.03	0.45	0.45
Peak Daily	**1.08**	**26.88**	**18.99**	**0.03**	**2.78**	**1.69**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
2019 Construction Phase						
Building Construction	1.08	23.55	17.87	0.03	0.45	0.45
Paving	1.68	20.11	17.30	0.02	0.33	0.33
Architectural Coatings	32.63	2.35	1.83	0.00	0.05	0.05
Peak Daily	**32.63**	**23.55**	**17.87**	**0.03**	**0.45**	**0.45**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Air Quality and Greenhouse Gas Analysis, November 2016 prepared by LSA, Table J (Appendix A)

Certain measures, which include using minimum Tier 2 equipment engines standard with particulate control devices and on-site watering at least three times daily, are required by the SCAQMD and can be reasonably implemented to significantly reduce PM10 emissions from construction. Because no exceedances of any threshold for criteria pollutants are expected, no significant impacts would occur during Project construction.

Table III-B, **Estimated Operational Emissions** shows the operational emissions from the proposed Project. The area-source emissions would come from natural gas appliances, consumer products, landscaping equipment, and solid waste disposal. Mobile source emissions would come from patron and employee vehicles and supply and delivery trucks. The Project's trip generation rates were obtained from the *Traffic Impact*

Analysis prepared by RK Engineering (Appendix I).

Table III-B, Estimated Operational Emissions

Source	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Area	1.54	<0.01	0.04	0.00	<0.01	<0.01
Energy	0.10	0.94	0.79	<0.01	0.07	0.07
Mobile	19.66	38.74	225.24	0.60	58.22	15.79
Total	**21.30**	**39.68**	**226.08**	**0.60**	**58.29**	**15.86**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Air Quality and Greenhouse Gas Analysis, November 2016 prepared by LSA, Table L (Appendix A)

Results from the CalEEMod analysis, shown in Table III-B, indicate that no criteria pollutants resulting from the proposed Project would exceed the corresponding SCAQMD daily emission thresholds for any criteria pollutants. Therefore, Project-related operational air quality impacts would be less than significant.

Thus, the proposed Project will not result in construction or operational emissions that exceed SCAQMD thresholds for criteria pollutants, impacts related to the violation an air quality standard or substantial contribution to an existing or projected air quality violation. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG)

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? (Less than Significant Impact)

The portion of the South Coast Air Basin within which the Project is located is designated as a non-attainment area for ozone, PM-10, and PM-2.5 under both state and federal standards. The proposed Project would contribute criteria pollutants to the area during temporary project construction. A number of individual projects in the area may be under construction simultaneously with the proposed Project. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction could result in substantial short-term increases in air pollutants. However, each project would be required to comply with SCAQMD's standard construction measures.

As discussed in Item III.b above, the proposed Project's short-term construction emissions would not exceed the SCAQMD significance thresholds. Therefore, the proposed Project would not have a significant short-term cumulative impact. Additionally, the proposed Project's operational emissions would not exceed the SCAQMD significance thresholds. Therefore, the proposed Project would not have a significant long-term cumulative impact. Thus, the Project's net increase in criteria pollutant emissions for which the Project region is non-attainment is not cumulatively considerable. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG)

d) Expose sensitive receptors to substantial pollutant concentrations? (Less than Significant Impact)

Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. According to the *AQ/GHG Analysis* prepared by LSA Associates, several existing sensitive receptors are near the project site consisting of single family residences, the closest of which is approximately 1,200 feet (366 m) from the site. Using SCAQMD Localized Significance Thresholds (LST) guidance, **Table III-C, Construction Localized Impacts Analysis,** shows that pollutant emissions on the peak day of construction would result in concentrations of pollutants at the nearest residences that are all below SCAQMD thresholds of significance. In addition, the proposed Project will not result in carbon monoxide (CO) hot spots.

Table III-C, Construction Localized Impacts Analysis

Pollutant	Peak Daily Emissions (lb/day)			
	NO_X	CO	PM-10	PM-2.5
LST Threshold for 5-acre at 366 meters	**893**	**20,006**	**157**	**72**
On-Site Emissions	34	25	7.5	4.4
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: Air Quality and Greenhouse Gas Analysis, November 2016 prepared by LSA, Table K (Appendix A)

Mobile source toxic air contaminant (TAC) emissions would be generated by heavy-duty equipment during construction. Diesel particulate matter (DPM) is known to contain high concentrations of carcinogenic compounds from diesel-fueled equipment. Construction of the proposed Project is not anticipated to result in an elevated health risk to exposed persons given the short-term and transitory nature of construction-related diesel exposure. The proposed Project may create a nuisance for residents during hours of construction, but this impact is considered minimal because of the short-term and transitory nature of the construction period. Consequently, the human health impact of DPM risks associated with construction activities would be considered less than significant.

Table III-D, Estimated Operational Localized Impacts Analysis, shows that the estimated operational emission rates would also not exceed the LSTs for receptors located at 1,200 feet (366 m) from the project site. Therefore, the proposed operational activities would not result in a locally significant air quality impact.

Table III-D, Estimated Operational Localized Impacts Analysis

Pollutant	Peak Daily Emissions (lb/day)			
	NO_X	CO	PM-10	PM-2.5
LST Threshold for 5-acre at 366 meters	**893**	**20,006**	**38**	**18**
On-Site Emissions	1.94	11.31	2.91	0.97
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: Air Quality and Greenhouse Gas Analysis, November 2016 prepared by LSA, Table M (Appendix A)

The principal issues related to emissions exposure for sensitive receptors are the potential health risks associated with TAC exhaust from diesel delivery trucks at the project site. The Project site would generate no more than eight trucks per day, which travel to the site to deliver food and products. Additionally, the nearest residences are more than 1,200 feet from the southeast side of the Project site. Due to the small number of trucks and large buffer distance, impacts related to the exposure of sensitive receptors to sources of TACs would be less than significant.

The proposed Project will not generate emissions that exceed SCAQMD localized significance thresholds and the Project has low potential for TAC and DPM risks. Further, the proposed Project will not expose sensitive receptors to substantial pollutant concentrations. Thus, the proposed Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG)

e) Create objectionable odors affecting a substantial number of people? (Less than Significant Impact)

According to the *AQ/GHG Analysis* prepared by LSA Associates, odors are not expected to substantially increase from existing conditions in the area due to the proposed Project. Typically, odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from the psychological (i.e., irritation, anger, or anxiety) to the physiological (including circulatory and respiratory effects, nausea, vomiting, and headache).

Neither the state nor the federal government has adopted rules or regulations for the control of odor sources. The SCAQMD investigates odor complaints from the public. These complaints and the results of SCAQMD investigations are recorded and kept on file. A review of SCAQMD records from the last 10 years shows no complaints logged by SCAQMD for odors associated with the Project site and no notices of violations related to any issue related to releases of potential odors.

Potential operational airborne odors could result from cooking activities associated with the new restaurants. The proposed Project would utilize the SCAQMD-required emission control device on the kitchen ducts and exhaust equipment. The other potential source of odors would be the new trash receptacles at the new buildings planned for the proposed Project. However, the receptacles would have lids and would be emptied on a regular basis before potentially substantial odors would have a chance to develop. The diesel delivery trucks are not considered significant because the emissions are from a mobile source and the diesel odor emitted would dissipate as the vehicle moves and would not be a constant source of odor. Thus, there would be no significant adverse air quality impacts with respect to objectionable odors that could affect a substantial number of people. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG)

IV. BIOLOGICAL RESOURCES

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less than Significant Impact with Mitigation Incorporated)

According to the *Biological Resources and MSHCP Consistency Report* prepared by LSA Associates (Appendix B), wildlife common to suburban areas, such as black phoebe (*Sayornis nigricans*) and cottontail (*Sylvilagus audubonii*) were observed on the site. A barn owl (*Tyto alba*) feather was found in the eucalyptus grove. Due to the numerous disturbances of the proposed Project site over the preceding three to four decades,

there is little habitat value for the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) and other special status species. All of the species reported to occur within the region in the CNDDB records would be absent or have low likelihood to be present due to lack of suitable habitat for growth, breeding, nesting, or roosting. The species reported near the project in the California Natural Diversity Data Base (CNDDB) records were:

- *Centromadia pungens* ssp. *laevis*: smooth tarplant;
- *Chorizanthe parryi* var. *parryi*: Parry's spineflower;
- *Cicindela senilis frosti*: senile tiger beetle;
- *Crotalus ruber*: red-diamond rattlesnake;
- *Dodecahema leptoceras*: slender-horned spineflower;
- *Phrynosoma blainvillii*: coast horned lizard; and
- *Vireo bellii pusillus*: least Bell's vireo.

The species of special concern listed above were not observed on the Project site and are unlikely to occur due to the lack of suitable habitat, and the developed and disturbed nature of the Project site. There is no habitat for the species reported in the Lake Elsinore area due to the existing developed condition of the project site, the remote location from the lake, the lack of riparian woodland, streams, wetlands, native scrub habitats, grasslands, and the adjacent development. No listed or other species of concern are likely to occur on the project due to the developed and disturbed characteristics of the property.

An LSA biologist conducted a western burrowing owl habitat suitability assessment and burrow survey as part of the field survey on May 6, 2016. The burrowing owl (*Athene cunicularia*) is a CDFW Species of Special Concern (SSC) and a United States Fish and Wildlife Service (USFWS) Bird of Conservation Concern (BCC). The site is located outside the MSHCP area and is not dominated by low-growing vegetation but rather numerous statuesque eucalyptus trees and smaller tree of heaven (*Ailanthus altissima*). No owl sign or owls were observed on the project site or detected within the fenced-in residence; however, the area was not accessible and was surrounded by numerous colonizing trees of heaven. The site is not suitable for burrowing owl occupancy because it is crowded with large and small ornamental trees and the majority of the ground squirrel (*Spermophilus beecheyi*) burrows are limited to under trees and the fence rows. There were two small burrows in the northern corner of the Project site; however, these were smaller than 4 inches in diameter. Suitable burrows are 4 inches or larger in open land without perching sites for predatory birds. No owl sign or potentially occupied burrows were found. No suitable burrows were found in low quality open space on the Project site, which is defined as an urban in-fill parcel.

The following listed species covered by the MSHCP were absent on-site: Parry's spineflower, slender-horned spineflower, red-diamond rattlesnake, and least Bell's vireo. Coastal western whiptail, northwestern San Diego pocket mouse, black-tailed jack rabbit, and burrowing owl, which are listed and covered by the MSHCP, have a low probability of occurring on-site. The senile tiger beetle is a listed species not covered by the MSHCP, but was absent on-site. Additionally, the coast patch-nosed snake is a listed species not covered by the MSHCP, but has a low probability of occurring on-site. Through contribution of fees to the MSHCP for the purpose of conserving covered species associated with the same vegetation communities and habitat types will ensure conservation of the non-covered species within the Project site through implementation of mitigation measure **MM Bio 1**.

There is high potential for the Project site to be used by nesting birds in the numerous ornamental and non-native trees. Species with probability to occur would be native songbirds and raptors nesting in the ornamental trees, the abandoned buildings, and in the eucalyptus grove. The trees will be removed as part of the grading phase of the Project. The entire site will be developed into a commercial shopping center. A pre-construction nest survey will be required to avoid take of birds with protected status. If tree or shrub removal will occur during the nesting season (February 1 through August 31), then a nesting bird survey would be required. In order to avoid violation of the federal Migratory Bird Treaty Act (MBTA) and California Fish and Wildlife

Code, site pre-preparation activities, including removal of trees and vegetation, shall be avoided to the greatest extend possible during the nesting season (generally February 1 to August 31). Implementation of mitigation measure **MM Bio 2** will ensure raptors and other nesting bird species that may or may not be covered under the MSHCP will be protected and impacts will be less than significant.

The Project may have a potential to impact bat species as bats that may roost in the on-site trees. However, bat species typically require a nearby water source for drinking and to provide habitat for their food supply consisting of flying insects. Aquatic habitat for insect food sources is not located on or near the Project site so bat nursery and breeding is unlikely. Bats are also known to roost in large metal pipes and concrete culverts. A bat colony or nursery within the Central Avenue culvert located adjacent to the Project site is unlikely due to its small size. Regardless, the Project does not any propose work to be conducted within the Caltrans right-of-way or culvert on Central Avenue. Any indirect impacts to bats will be avoided through implementation of mitigation measure **MM Bio 2** requiring a pre-construction survey for bats to be conducted.

Stephens' kangaroo rat, listed as endangered, is unlikely to be present on the Project site due to lack of associated habitat and because of the high level of land disturbance. Land/habitat mitigation or focused surveys are not required for SKR. However, the Project is located within the Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, California (SKR HCP) SKR HCP fee area. The City of Lake Elsinore, together with the Cities of Corona, Hemet, Moreno Valley, Murrieta, Perris, Riverside, and Temecula; and the County of Riverside have formed the Riverside County Habitat Conservation Agency (RCHCA) and have been issued an incidental take permit from the USFWS and a management authorization from the CDFW, all of which documents require certain implementation actions on the part of its members, including the City of Lake Elsinore. Chapter 19.04 of the Municipal Code is referred to as the Habitat Conservation Ordinance. The purpose of the ordinance is to implement the SKR HCP. The Project site is located within the fee area for the SKR HCP. Payment of the SKRHCP fee is required for project sites that occur within the SKR HCP area. The payment of the fee allows the City to implement the terms of the Section 10(a) permit and management authorization. Implementation of mitigation measure **MM Bio 3** will ensure impacts to SKR are less than significant.

Thus, implementation of mitigation measures **MM Bio 1** through **MM Bio 3** will mitigate any potential direct or indirect impacts to any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Therefore, impacts are less than significant with mitigation.

Mitigation Measures:

MM Bio 1: ***MSHCP Fees***. Prior to issuance of a grading permit, the applicant/developer shall pay the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) development mitigation fee for commercial development in effect at the time the permits are issued.

MM Bio 2: ***Nesting Bird and Bat Pre-construction Surveys.*** In order to avoid violation of the federal Migratory Bird Treaty Act (MBTA) and California Fish and Wildlife Code, site-preparation activities (removal of trees and vegetation) shall be avoided to the greatest extend possible during the nesting season (generally February 1 to August 31).

If site-preparation activities are to occur during the nesting season, a pre-construction nesting survey shall be conducted within 30 days prior to the commencement of construction (if between February 1 and August 31). A qualified biologist shall perform the nesting survey that will consist of a single visit to ascertain whether there are active raptor nests within 500

feet of the project footprint or other protected bird nests within 300 feet of the project footprint. Nests will be searched for in the abandoned buildings or other unused structures, and trees and shrubs. This survey shall identify the species of nesting bird and to the degree feasible, nesting stage (e.g., incubation of eggs, feeding of young, near fledging). Nests shall be mapped (not by using GPS because close encroachment may cause nest abandonment). The follow-up nesting survey shall be conducted for five (5) consecutive days and no more than three (3) days prior to clearing. If an active nest is observed, the nest location shall be fenced off surrounding an adequate radius buffer zone as determined by biological monitor. The buffer zone shall not be disturbed until the nest is inactive. Biological monitoring shall occur during vegetation removal activities.

To avoid direct impacts to flightless young bats, tree trimming/removal activities shall be performed outside of the bat maternity season, which coincides with the bird nesting season of March 15 through September 15. All trees, vacant buildings, and other potential roosting sites will be inspected by the qualified bat biologist, regardless of the time of year.

MM Bio 3: ***Stephens' Kangaroo Rat Habitat Conservation Plan***. Prior to issuance of a grading permit, the Stephen's Kangaroo Rat Habitat Conservation Plan Multiple Species Habitat Conservation Plan fee shall be paid.

(Sources: Bio Report)

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less than Significant Impact with Mitigation Incorporated)

According to the *Biological Resources and MSHCP Consistency Report* prepared by LSA Associates, the Project site consists of mostly undeveloped land consisting of seasonal nonnative grass communities. Trees documented on-site include eucalyptus and other ornamental trees (tree of heaven, cedar, etc.). Three dominant vegetation types occur within the project study area. The largest area is upland non-native grassland composed of annual brome (*Bromus*) and barley (*Hordeum*) grasses with Russian thistle (*Salsola kali*) and annual mustards (*Brassica*). The swale also contains another upland non-native grassland dominated by Bermuda grass (*Cynodon dactylon*) in the upper section and dominated by western ragweed (*Ambrosia psilostachya*) and curly dock (*Rumex crispus*) in the lower section. The middle section of the swale is covered with eucalyptus (*Eucalyptus* sp.) leaf litter.

The removal of the small eucalyptus grove and annual grassland community on the Project site will not result in impacts to long-term conservation of any species associated with these habitat types. Mitigation through contribution of fees to the MSHCP for the purpose of conserving Covered Species associated with the same vegetation communities and habitat types will ensure conservation of the non-covered species within the Plan Area through implementation of mitigation measure **MM Bio 1**.

There are no riparian woodland or riverine vegetation communities or habitats present that would be suitable for species associated with streams, wetland, open water, and rivers. An existing storm water culvert under Central Avenue in the I-15 right-of-way empties onto the Project site. However, there is no excavated earthen or reinforced concrete channel within the right-of-way or in the project site. Any runoff is dispersed in the swale and flows toward Collier Avenue. The runoff then collects at the old Collier roadbed. A roadside ditch or culvert was not built at the south end of the Project site to capture flows exiting the project site. The culvert and roadside ditch do not create riparian/riverine, aquatic, or wetland habitat on the project site and the Project does not affect any downstream water bodies, wetlands, riparian habitats or riverine areas.

Implementation of mitigation measure **MM Bio 1** will further ensure there will be a less than significant impacts in terms a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS. Therefore, impacts are less than significant with mitigation.

Mitigation Measures:

MM Bio 1: ***MSHCP Fees***. Defined in Item IV.a, above.

(Sources: Bio Report)

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Less than Significant Impact)

The USFWS is the principal Federal agency that provides information to the public on the extent and status of the Nation's wetlands. It has developed a series of maps, known as the National Wetlands Inventory (NWI) to show wetlands and deep water habitat. This geospatial information is used by Federal, State, and local agencies, academic institutions, and private industry for management, research, policy development, education, and planning activities. The NWI program was neither designed nor intended to produce legal or regulatory products; thus, wetlands identified by the NWI program are not the same as wetlands defined by the United States Army Corps of Engineers (USACE). The NWI Mapper was accessed online to review mapped wetlands within the Project study area. No NWI wetlands are mapped as occurring throughout the Project site.

As identified in the *Biological Resources and MSHCP Consistency Report* prepared by LSA Associates, the Project site was surveyed for potential wetlands and waters and a wetland determination was conducted on May 6, 2016. An existing storm water culvert under Central Avenue in the I-15 right-of-way empties onto the Project site. However, there is no excavated earthen or reinforced concrete channel within the right-of-way or in the Project site. A swale is located in the southern half of the Project site and is used to dissipate street runoff. The swale contains an upland non-native grassland dominated by Bermuda grass in the upper section and dominated by western ragweed and curly dock in the lower section. The middle section of the swale is covered with eucalyptus leaf litter. Any runoff dispersed in the swale flows toward Collier Avenue. The runoff then collects at the old Collier roadbed. A roadside ditch or culvert was not built at the south end of the Project site to capture flows exiting the Project site. The culvert and roadside ditch do not create riparian/riverine, aquatic, or wetland habitat on the project site and the Project does not affect any downstream water bodies, wetlands, riparian habitats or riverine areas.

Three criteria must be fulfilled in order to classify an area as a wetland under the jurisdiction of the USACE: 1) the presence of hydric soils, 2) a predominance of hydrophytic vegetation, and 3) the presence of wetland hydrology. A soil pit was dug in a delineation sample plot in the center of the lower section of the swale. The nonhydric soils were only slightly moist without re-dox mottles, not reduced, not gleyed in color, and not low in hue or chroma. The soil contained no hydric soil indicators and therefore hydric soil was determined not to be present. The plant community was not composed of over 50 percent wetland adapted species and therefore wetland vegetation was determined not to be present. Indicators of wetland hydrology were present in the form of drift deposits, water marks, sediment films, and flow patterns. However, since the swale has only one of the three required features to be considered a wetland, the swale is therefore is not a wetland (the arid west region wetland determination data form is provided in Appendix C of the *Biological Resources and MSHCP Consistency Report* prepared by LSA Associates).

Additionally, the swale is not a state-regulated streambed and is not a federal jurisdictional water for several

reasons: there is no bed and bank; the plants and trees are sustained by artificial and unnatural discharge from the highway right-of-way; and the project site does not have a natural stream or concave topography in this location, as was confirmed in the historical aerials and topographic maps. In addition, the swale does not have a federal nexus, meaning no connection to upstream or downstream waters of the U.S.

Furthermore, there are no features on the site that meet the MSHCP definition of natural vernal pools or the USACE definition of vernal pools. In order to be considered a vernal pool under the MSHCP, a feature must be a wetland, based on the presence of hydrophytic vegetation, hydric soil, and wetland hydrology, as stated in Section 6.2.2 of the MSHCP, which are the same criteria for the USACE. The feature must also have a natural origin. The swale on-site does not meet these criteria.

Thus, the proposed Project does not contain any jurisdictional areas including federally protected wetlands as defined by Section 404 of the CWA. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Bio Report; USFWS)

d) Interfere substantially 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? (Less than Significant Impact)

The Project site consists of mostly undeveloped land consisting of seasonal nonnative grass communities and eucalyptus and other ornamental tree species. The west-northwest portion of the site is currently occupied by a vacant single-family residence. The project site is surrounded by commercial uses to the north, undeveloped land to south, and I-15 and business park uses to the east and west, respectively.

The Project area setting, which once consisted of agricultural and vacant land, has been significantly compromised by increased development. Due to this prior development in the local vicinity of the proposed Project, no wildlife movement or crossing occurs on the Project site, and the Project area does not provide topographic or vegetative features that function as a wildlife movement corridor, habitat linkage or nursery site. Thus, the proposed Project does not 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. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Bio Report)

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Less than Significant Impact)

The City's Municipal Code includes a City Tree Preservation Ordinance (Ord. 1256) that protects the City's streetscape and trees. There are eucalyptus trees growing along the City streets adjacent to the Project site. These trees may be removed as part of this Project or through a separate street improvement project located at the intersection of Collier and Central Avenues. The proposed Project will comply with Ord. 1256 to ensure the preservation of trees and the local streetscape. Ord. 1256 requires that a City business license be obtained prior to pruning, treating, or removing street or park trees within the City. Additionally, no species other than those included in the City's official street tree species list will be planted without written permission of the City Tree Committee. Tree spacing, distance from curbs and sidewalks, and other aesthetic guidelines shall be followed in accordance with Ord. 1256. The City of Lake Elsinore has also determined that certain species of

palm trees in the family Palmaceae are locally significant resources through the City Significant Palm Tree Ordinance (Ord. 1160). However, no palms occur on the Project site. Thus, the proposed Project does not conflict with local policies or ordinances protecting biological resources. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Bio Report; LEMC)

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Less than Significant Impact with Mitigation Incorporated)

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Planning Area. The MSHCP is a comprehensive multi-jurisdictional effort that includes western Riverside County and multiple cities, including the study area. Rather than address sensitive species on an individual basis, the MSHCP focuses on the conservation of 146 species, proposing a reserve system of approximately 500,000 acres and a mechanism to fund and implement the reserve system. Most importantly, the MSHCP allows participating entities to issue take permits for listed species so that individual applicants need not seek their own permits from the Unites States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW). The MSHCP was adopted on June 17, 2003 by the Riverside County Board of Supervisors. The Incidental Take Permit was issued by both the USFWS and CDFW on June 22, 2004.

The MSHCP consists of a Criteria Area that assists in facilitating the process by which individual properties are evaluated for inclusion and subsequent conservation. In addition to Criteria Area requirements, the MSHCP requires consistency with Sections 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools), 6.1.3 (Protection of Narrow Endemic Plant Species), 6.1.4 (Urban Wildlands Interface), 6.3.2 (Additional Survey Needs and Procedures), Appendix C (Standard Best Management Practices), and 7.5.3 (Construction Guidelines). The MSHCP serves as a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP), pursuant to Section (a)(1)(B) of the Endangered Species Act (ESA), as well as the Natural Communities Conservation Plan (NCCP) under the State NCCP Act of 2001.

The MSHCP establishes "Criteria Area" boundaries in order to facilitate the process by which properties are evaluated for inclusion in the MSHCP Conservation. The Criteria Area is an area significantly larger than what may be needed for inclusion in the MSHCP Conservation Area, within which property will be evaluated using MSHCP Conservation Criteria. The Criteria Area is an analytical tool which assists in determining which properties to evaluate for acquisition and conservation under the MSHCP.

A *Biological Resources and MSHCP Consistency Report* was conducted and prepared by LSA Associates, September 1, 2016 (Appendix B)). The MSHCP consistency analysis is discussed below.

Consistency with MSHCP Section 6.1.1

Pursuant to the provisions of the MSHCP, all discretionary development projects within the Criteria Area are to be reviewed for compliance with the "Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy" (HANS) process or equivalent process. The HANS process "ensures that an early determination will be made of what properties are needed for the MSHCP Conservation Area, that the owners of property needed for the MSHCP Conservation Area are compensated, and that owners of land not needed for the MSHCP Conservation Area shall receive Take Authorization of Covered Species Adequately Conserved through the Permits issues to the County and Cities pursuant to the MSHCP." The Project site is not located within a MSHCP Criteria Cell or located in lands that are designated as Public/Quasi-Public (PQP)

per the MSHCP. The nearest Criteria Cell is 4266, located approximately ¼ mile to the north. The land within the proposed Project site has been altered, disturbed, and developed for nearly 40 years and surrounded by recent commercial development and road improvements. It is unlikely that native riparian and forest live-in and movement habitat for Covered Species has existed on the Project site in recent history. Thus, the proposed Project is not subject to MSHCP Reserve Assembly consideration described in MSHCP Section 3.0 or the HANS process described in MSHCP Section 6.1.1 and will not be required to contribute land to the Reserve Area due to pre-MSHCP land use decisions for the site and the City adoption of the specific plan for the region.

Consistency with MSHCP Section 6.1.2
Volume I, Section 6.1.2 of the MSHCP requires that projects develop avoidance alternatives, if feasible, that would allow for full or partial avoidance of riparian/riverine areas. Per MSHCP Section 6.1.2, no riparian/riverine or vernal pool habitat has been identified on the Project site. Additionally, no direct impacts will occur to habitat for MSHCP-Covered riparian bird species of concern, least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo, per MSHCP guidelines. There are also no vernal pools, stock ponds, or similar closed depressions with habitat suitable for sensitive fairy shrimp species. Thus, the proposed Project will be consistent with polices set forth in MSHCP Section 6.1.2 with implementation of mitigation measure **MM Bio 1**.

Consistency with MSHCP Section 6.1.3
Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. The Project site is not located within the MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA); therefore this MSHCP guideline does not apply to the project. Thus, the project will be consistent with the policies set forth in MSHCP Section 6.1.3.

Consistency with MSHCP Section 6.1.4
Section 6.1.4, *Guidelines Pertaining to the Urban/Wildlife Interface*, outlines the minimization of indirect effects associated with locating development in proximity to the MSHCP Conservation Area. To minimize these effects, guidelines in Section 6.1.4 of the MSHCP shall be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area and address the following: drainage, toxics, lighting, noise, invasive species, barriers, and grading/land development. The proposed Project is not located within or adjacent to wildland conservation land per MSHCP Section 6.1.4. Thus, the project will not be inconsistent with the policies set forth in MSHCP Section 6.1.4.

Consistency with MSHCP Section 6.3.2
The MSHCP also requires additional surveys for certain species if the Project is located within criteria areas shown on Figure 6-2 (Criteria Area Species Survey Area), Figure 6-3 (Amphibian Species Survey Areas with Critical Area), Figure 6-4 (Burrowing Owl Survey Areas with Criteria Area) and Figure 6-4 (Mammal Species Survey Areas with Criteria Area) of the MSHCP. The Project site is not located within the MSHCP-designated survey area for plants, amphibians, or mammals. The project site is not located in an MSHCP species survey area for the western burrowing owl as determined by overlay of proposed project site upon County GIS MSHCP Survey Area and parcel map. Additionally, suitable habitat areas were not present due to the extent of development, land disturbance, and abundance of tall mature trees. No evidence of burrowing owl burrows or sign was observed on the Project site. Thus, no focused surveys for burrowing owl are required. Implementation of mitigation measure **MM Bio 2**, requiring preconstruction surveys for nesting birds will further ensure consistency with this MSHCP section.

Stephens' kangaroo rat, listed as endangered, is unlikely to be present on the project site due to lack of

associated habitat and due to the high level of land disturbance as discussed in Item IV.a, above. Land/habitat mitigation or focused surveys are not required for SKR, as the Project is located outside the MSHCP small mammal survey area. However, the Project is located within the SKR HCP fee area. Implementation of mitigation measure **MM Bio 3** will ensure impacts to SKR are less than significant. Thus, the proposed Project is consistent with MSHCP Section 6.3.2 and no additional surveys are required.

Consistency with MSHCP Section 6.4
MSHCP Section 6.4 required fuel management where development is proposed adjacent to MSHCP Conservation area. The proposed Project is considered infill development and is not located adjacent to any MSHCP Conservation areas. Thus, no further action related to fuels management is required.

Consistency with MSHCP Section 7.5.2
MSHCP Section 7.5.2 provides guidelines for wildlife crossings where there is either known wildlife movement, and/or in portions of the MSHCP Conservation Area that are assembled to provide for wildlife movement. The Project area does not have a wildlife crossing and does not provide topographic or vegetative features that function as a wildlife movement corridor or habitat linkage. Thus, MSHCP Section 7.5.2 does not apply to the Project.

MSHCP Appendix C and Section 7.5.3
The MSHCP lists standard best management practices and guidelines to be implemented during project construction that will minimize potential impacts to sensitive habitats in the vicinity of a project. The guidelines relate to water pollution and erosion control, equipment storage, fueling, and staging, dust control, exotic plant control and timing of construction. The Permittee is required to implement measures from Appendix C and Section 7.5.3 for projects. Thus, the proposed Project will be compliant with Appendix C and Section 7.5.3 of the MSHCP.

The proposed Project is consistent with all applicable sections of the MSHCP. Implementation of mitigation measures **MM Bio 1** through **MM Bio 3,** ensure consistency with the MSHCP. Thus, the proposed Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, impacts are less than significant with mitigation.

Mitigation Measures:

MM Bio 1: ***MSHCP Fees***. Defined in Item IV.a, above.

MM Bio 2: ***Nesting Bird and Bat Pre-construction Surveys.*** Defined in Item IV.a, above.

MM Bio 3: ***Stephens' Kangaroo Rat Habitat Conservation Plan***. Defined in Item IV.a, above.

(Sources: Bio Report; LEMC)

V. CULTURAL RESOURCES

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the California Code of Regulations? (Less than Significant Impact)

As included in the *Cultural Resource Assessment* for the proposed Project conducted by LSA Associates dated December 2016 (Appendix C), a cultural resource literature and records search of the California Historical Resources Information System (CHRIS) was administered on May 18, 2016 at the Eastern Information Center

(EIC). Data sources consulted at the EIC include archaeological site records, historic USGS topographic maps, reports from previous studies, and the State Historic Resource Inventory (HRI) for Riverside County, which contains listings for the National Register of Historic Places (National Register), California Register of Historical Resources (California Register), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI).

Results of this search indicate that 39 cultural resource investigations have been conducted within a one-mile radius of the Project area, none of which included any portion of the Project parcel. No resources were previously documented within the Project area; however, 17 resources had been previously documented within the one-mile study area. The prehistoric resources within the one-mile radius included two sites and three isolated artifacts, while the historic-period resources were seven built-environment resources, three historic archaeological sites, and two isolated artifacts. The nearest resource is the abandoned Atchison, Topeka and Santa Fe alignment) on the opposite side of Collier Avenue from the Project area. None of the resources documented within the records search area was in any of the inventories, directories, or registers.

LSA Associates also conducted archival research in June 2016 to develop historic context information relevant to the Project area. Research methodology focused on the review of a variety of primary and secondary source materials relating to the history and development of the Project area. Sources included, but were not limited to, online sources, published literature in local and regional history, historic aerial photographs, historic maps, and news articles.

As part of this study, the previous surveys were reviewed and additional research was conducted in an effort to verify and add to the data that have already been collected, as well as to explore other contexts within which the property might be significant. Building permit history of the property was sought for information regarding original owners, architects, and contractors and historic city directories were reviewed for information regarding the residents at this address. However, no original building permits or resident information were found.

Historic maps and aerial photos indicate that throughout its history the project area has remained largely undeveloped except for the residence at 22674 Collier Avenue, which was constructed in 1943. The 1967 historic aerial shows another residence situated northeast of the 22674 Collier Avenue; however, this residence was demolished prior to 2002. While large subdivisions were prominent throughout the southern California region in the post-World War II period, single-home infill was also common in rural areas where farmers and ranchers sold piecemeal lots of their property and agricultural land began shifting toward suburban development. Historic aerials reveal that the land surrounding the project area was predominantly vacant in 1967, but aerials from 1978, 1980, 1994, and 2002, show commercial complexes and other light industrial parks beginning to creep towards the subject property and along I-15, which was widened between 1978 and 1980.

On May 5, 2016, an intensive pedestrian survey was performed for the entire Project area for prehistoric and historic cultural residues utilizing transects spaced approximately 10 meters apart. Special attention was given to rodent burrows and associated backdirt for evidence of subsurface artifacts and deposits. The purpose of this survey was to identify and document any cultural resources that might be exposed and locate areas within the project area that might be sensitive for cultural resources prior to the beginning of ground-disturbing activities. Although the archaeological survey was somewhat hindered by a ground surface partially obscured by vegetation (approximately 25%), the Project parcel, composed of silty alluvium soils, has been moderately to severely disturbed by development and weed-abatement disking, and no archaeological resources were identified.

Concurrent with the cultural resources pedestrian survey on May 5, 2016, an intensive-level architectural survey of the historic-period building and features was conducted by LSA Associates. During the surveys,

numerous photographs were taken of the exteriors of the building, as well as other features, and detailed notations were made regarding the structural and architectural characteristics and current conditions of the building and its associated features. A brief reconnaissance survey of the immediate vicinity was also conducted.

The architectural field survey documented one historic-period resource consisting of a residence and related buildings (22674 Collier Avenue) within the Project area as the remainder of the site is undeveloped. The single-family residence at 22674 Collier Avenue is a one-story modest vernacular style house built in 1943. It has an irregular plan and consists of the main rectangular residence and a smaller, rectangular ancillary building situated parallel to the residence. The two buildings are separated by a large concrete porch sheltered beneath a low-pitched shed roof. The exterior walls are clad in heavy, modern stucco.

Over the years, the residential structure located within the project area has sustained numerous exterior alterations, which has compromised integrity of design, materials, and workmanship. In addition, the setting, which once consisted of agricultural and vacant land, has been significantly compromised by increasing development of the land since 1978.

The residential structure located on-site is in poor condition and numerous alterations to the building and property have significantly compromised its architectural integrity. Properties eligible for listing in the California Register and subject to review under CEQA are those meeting the criteria for listing in the California Register, National Register, or designation under a local ordinance. The property was evaluated for significance under the California Register criteria alone, since the City of Lake Elsinore does not have criteria for local designation.

This residential structure was built during the waning period of agricultural dominance in the Lake Elsinore area. However, no conclusive evidence was found to substantiate an association with agriculture and it is uncertain whether it was originally part of a ranch or farming operation. Currently, there are no remnants of agricultural activity or any indication that the property included groves, orchards, crops, poultry, or other livestock. Any agricultural setting that may have existed around the project area has been developed with modern commercial, industrial, and transportation uses and the residence itself has suffered alterations.

No original building permits were found for the property and no other information was found to confirm its original architect, builder, or ownership during the historic period. Additionally, no evidence was found indicating that the property is associated with people significant in local, State, or national history. The residence has also sustained several alterations; namely changes to plan, fenestration, awnings, and roofing materials, which compromise its integrity of design, materials, and workmanship. Furthermore, it is not a representative example of any particular style and is modest in character. There is no evidence that it is the work of a master and it does not possess high artistic values. In addition, it is a very common type and style and does not rise to a level beyond the ordinary.

The residential structure was built in 1943 using common materials and practices and does not have the potential to yield important information in history. Since there were no archaeological resources identified in association with the property by either the records search or the survey, it does not have the potential to yield information important to the prehistory or history of the local area, California, or the nation.

Thus, the residential structure located on-site does not meet any of the criteria for listing in the California Register and is not considered a historical resource as defined by CEQA. Since the existing property on-site does not qualify as a historical resource under CEQA, demolition of the structure will not cause a substantial adverse change in the significance of a historical resource. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Cultural Report)

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the California Code of Regulations? (Less than Significant Impact with Mitigation Incorporated)

Archaeological Resources

As described in Item V.a above, on May 5, 2016, an intensive pedestrian survey was performed for the entire Project area for prehistoric and historic cultural residues. The purpose of this survey was to identify and document any cultural resources that might be exposed and locate areas within the project area that might be sensitive for cultural resources prior to the beginning of ground-disturbing activities. Although the archaeological survey was somewhat hindered by a ground surface partially obscured by vegetation (approximately 25%), the Project parcel, composed of silty alluvium soils, has been moderately to severely disturbed by development and weed-abatement disking, and no archaeological resources were identified within the Project site during the pedestrian survey.

The archaeological pedestrian survey of the property concluded that no significant archaeological sites are present on the Project site. Thus, the proposed Project will not result in a substantial adverse change in the significance of an archaeological resource. Implementation of mitigation measure **MM Cult 1** will further ensure impacts remain less than significant in the event any archaeological resources are identified during earthmoving activities.

Tribal Cultural Resources

As part of the *Cultural Resource Assessment*, LSA Associates contacted the Native American Heritage Commission (NAHC) on August 26, 2016 to request a Sacred Lands File (SFL) search and a list of potentially interested Native American (NA) Tribes and contacts for the purpose of general NA consultation under CEQA (not associated with SB 18 or AB 52).

The NAHC responded on August 26, 2016, indicating negative results for the SFL search and that they can only provide project-specific lists of Tribes to lead agencies. A Countywide list of some 40 Tribes and NA individuals was provided. Per the direction of the City, letters were provided to the Soboba Band of Luiseño Indians and Pechanga Band of Mission Indians, November 22, 2016. The Pechanga Band of Mission Indians responded that the Tribe would be consulting with the City. No further response has been received from the Soboba Band of Luiseño Indians.

Assembly Bill 52 (AB 52), signed into law in 2014, amended CEQA and established new requirements for tribal notification and consultation. AB 52 applies to all projects for which a notice of preparation or notice of intent to adopt a negative declaration/mitigated negative declaration is issued after July 1, 2015. AB 52 also broadly defines a new resource category of tribal cultural resources and established a more robust process for meaningful consultation that includes:

- prescribed notification and response timelines;
- consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and
- documentation of all consultation efforts to support CEQA findings

On February 4, 2016, the City provided written notification of the Project in accordance with AB 52 to all of the Native American tribes that requested to receive such notification. Of the tribes notified the *Pechanga and Soboba* requested formal government-to-government consultation under AB 52. The City and met with Soboba

on January 17, 2017 and Pechanga on January 24, 2017. As a result of these consultations, with implementation of mitigation measures **MM Cult 2** through **MM Cult 4**, AB52 consultation with Pechanga has concluded. Mitigation language was provided to Soboba on January 25, 2017. As of February 14, 2017, no response from Soboba has been received so City has commenced consultation.

Thus, the proposed Project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the California Code of Regulations. Therefore, impacts are less than significant with mitigation.

Mitigation Measures:

MM Cult 1: ***Archaeological Monitoring.*** At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified and RPA-certified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources/TCRs and assist with avoidance, preservation and/or mitigation per the City's Mitigation Measures on known resources.

1. The Project Archaeologist, in consultation with the Monitoring Tribe(s), the Developer and the City, shall develop a Cultural Resources Monitoring Plan (CRMP) to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:

    a. Project grading and development scheduling;

    b. The Project archeologist and the Monitoring Tribe(s) shall attend the pre-grading meeting with 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 begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Monitoring Tribe(s) shall make themselves available to provide the training on an as-needed basis;

    c. The coordination of a monitoring schedule as agreed upon by the Monitoring Tribe(s), the Project archaeologist, and the applicant; and

    d. The protocols and stipulations that the Developer, City, Monitoring 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.

MM Cult 2: ***Tribal Monitoring.*** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the AB 52 and/or the SB 18 process ("Monitoring Tribes"). The

applicant shall coordinate with the Tribe(s) to develop individual Tribal Monitoring Agreement(s). A copy of the signed agreement(s) shall be provided to the City of Lake Elsinore Planning Department prior to the issuance of a grading permit. The Agreement shall address the treatment of any known tribal cultural resources (TCRs) including the project's approved mitigation measures and conditions of approval; the designation, responsibilities, and participation of professional Tribal Monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains/burial goods discovered on the site per the Tribe(s) customs and traditions and the City's mitigation measures/conditions of approval. The Tribal Monitor will have the authority to stop and redirect grading in the immediate area of a find in order to evaluate the find and determine the appropriate next steps, in consultation with the Project archaeologist.

MM Cult 3: ***Treatment and Disposition of Tribal Cultural Resources.*** In the event that Tribal Cultural Resources are inadvertently discovered during the course of grading for this Project, and avoidance of the TCRs is not feasible, the following procedures will be carried out for treatment and disposition of the discoveries:

1. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and

2. **Treatment and Final Disposition*:*** The landowner(s) shall relinquish ownership of all cultural resources, including all archaeological artifacts and non-human remains as part of the required mitigation for impacts to tribal cultural resources. Human remains, sacred/ceremonial items and burial goods will be addressed per State Law, Cul-5 and the Agreement required in Cul-1. The applicant shall relinquish the artifacts through one or more of the following methods through consultation with the Monitoring Tribe(s) and provide the City of Lake Elsinore Community Development Department with evidence of same:

    a. Professional curation, including a curation agreement with a qualified repository in Riverside County that meets federal standards per 36 CFR Part 79, and which shall be made available to all qualified researchers upon application. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation:
    b. Accommodate the process for onsite reburial of the discovered items with the Monitoring Tribe(s). This shall include measures and provisions to protect, in perpetuity, the reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;
    c. At the completion of grading, excavation and ground disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff

held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Lake Elsinore, Eastern Information Center and Monitoring Tribe(s).

MM Cult 4: ***Sacred Sites.*** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

(Sources: Cultural Report)

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less than Significant Impact)

According to the Riverside County GIS database, the proposed Project is located within a paleontological sensitivity area of low potential. Due to the previously developed and disturbed nature of the Project site, no paleontological resources or site or unique geologic features are anticipated to be impacted. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: RC GIS)

d) Disturb any human remains, including those interred outside of formal cemeteries? (Less than Significant Impact with Mitigation Incorporated)

There are no cemeteries located within the proposed Project boundary. In the event human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Thus, with adherence to existing regulatory requirements and implementation of mitigation measure **MM Cult 5**, the Project is not anticipated to disturb any human remains. Therefore, impacts are less than significant with mitigation.

Mitigation Measures: No mitigation measures are required.

(Sources: Cultural Report)

VI. GEOLOGY AND SOILS.

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Less than Significant Impact)

The City is located in the northern part of the Peninsular Ranges Province and includes parts of two structural blocks, or structural subdivisions of the province. The active Elsinore fault zone diagonally crosses the southwest corner of the Elsinore 7.5' quadrangle and is a major element of the right-lateral strike-slip San Andreas fault system. The Elsinore Fault Zone forms a complex series of pull-apart basins.

According to the *Geotechnical Engineering Investigation* prepared for the Project by Salem Engineering dated February 29, 2016 (Appendix D), the Peninsular Range has historically been a province of relatively high seismic activity. The nearest faults to the Project site are associated with the Elsinore Fault system located approximately 1.5 miles from the site. There are no known active fault traces in the Project vicinity. Based on mapping and historical seismicity, the seismicity of the Peninsular Range has been generally considered high by the scientific community. The Project area is not within an Alquist-Priolo Earthquake Fault Zone and will not require a special site investigation by an Engineering Geologist.

The site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards. No active faults with the potential for surface fault rupture are known to pass directly beneath the site. Thus, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. Additionally, any structure developed as a part of the Project will be subject to seismic design criteria in accordance with the California Building Code (CBC) which will reduce potential impacts related to the rupture of an earthquake fault. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; Geotech)

ii) Strong seismic ground shaking? (Less than Significant Impact)

The *Geotechnical Engineering Investigation* prepared for the Project by Salem Engineering used the USGS web-based application *US Seismic Design Maps* to estimate the peak ground acceleration adjusted for site class effects (PGAM). Because of the proximity to the subject site and the maximum probable events for these faults, it appears that a maximum probable event along the fault zones could produce a peak horizontal acceleration of approximately 0.887g (2 percent probability of being exceeded in 50 years). While listing PGAM is useful for comparison of potential effects of fault activity in a region, other considerations are important in seismic design, including frequency and duration of motion and soil conditions underlying the site. Faults in proximity of the proposed Project have the potential to cause moderate to strong ground shaking. However, the proposed Project would be required to implement all requirements of the current edition of the California Building Code, applicable to the Project, which provides criteria for the seismic design of buildings. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Geotech)

iii) Seismic-related ground failure, including liquefaction? (Less than Significant Impact with Mitigation Incorporated)

According to the Riverside County GIS database, the proposed Project is located in an area of moderate and very high liquefaction potential. Soil liquefaction is a state of soil particles suspension caused by a complete loss of strength when the effective stress drops to zero. Liquefaction normally occurs under saturated conditions in soils such as sand in which the strength is purely frictional. Primary factors that trigger liquefaction are: moderate to strong ground shaking (seismic source), relatively clean, loose granular soils (primarily poorly graded sands and silty sands), and saturated soil conditions (shallow groundwater). Due to

the increasing overburden pressure with depth, liquefaction of granular soils is generally limited to the upper 50 feet of a soil profile. However, liquefaction has occurred in soils other than clean sand.

The *Geotechnical Engineering Investigation* prepared for the Project by Salem Engineering described the soils encountered within the depth of 41 feet on the Project site as consisting predominately of sandy silt with varying amounts of clay, silty sand/sandy silt with varying amounts of clay, clayey sand, silty sand with varying amounts of clay and gravel; and sand with varying amounts of gravel. The historically highest groundwater is estimated to be at a depth of 10 feet below ground surface according to County of Riverside Geologic Hazards Map (2004) and regional groundwater well data. Low to very low cohesion strength is associated with the sandy soil. A seismic hazard, which could cause damage to the proposed development during seismic shaking, is the post-liquefaction settlement of the liquefied sands.

The potential for soil liquefaction during a seismic event was evaluated using LiqIT computer program (version 4.7.5) developed by GeoLogismiki of Greece. For the analysis, a maximum earthquake magnitude of 7.9 Mw and a peak horizontal ground surface acceleration of 0.89g (with a 2 percent probability of exceedance in 50 years) and a groundwater depth of 10 feet were considered appropriate for the liquefaction analysis. The liquefaction analysis indicated that the site soils had a moderate potential for liquefaction under seismic conditions and the total liquefaction-induced settlement was calculated to be 2.12 inches. The differential settlement is estimated to be 1.4 inches.

Implementation of mitigation measure **MM Geo 1**, will require the Project comply with all recommendations contained in the *Geotechnical Engineering Investigation,* ensuring impacts related to liquefaction will be reduced to a less than significant level. Therefore, with adherence to the CBC regulations, impacts related to seismic failure, including liquefaction are less than significant with mitigation incorporated.

Mitigation Measures:
MM Geo 1: ***Compliance with Recommendations from the Geotechnical Investigation***. Prior to issuance of grading permit, the proposed project applicant/developer shall comply with all recommendations contained within the *Geotechnical Engineering Investigation* prepared for the Project by Salem Engineering dated February 29, 2016, provided as Appendix D.

(Sources: Geotech; RC GIS)

iv) Landslides? (<u>No Impact)</u>

The proposed Project site contains flat to rolling hill terrain with land relief of up to ±5 feet in some areas on the southern portion of the property. The *Geotechnical Engineering Investigation* prepared for the Project by Salem Engineering found no known landslides at the site, nor was it found that the site is in the path of any known or potential landslides. Thus, due to the relatively flat topography of the Project site, the potential for a landslide is not a hazard to the proposed Project. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: Geotech)

b) Result in substantial soil erosion or the loss of topsoil? (<u>Less than Significant Impact)</u>

Construction activities have the potential to result in soil erosion or the loss of topsoil. However, erosion will be addressed through the implementation of existing State and Federal requirements, and minimized through compliance with the National Pollutant Discharge Elimination System (NPDES) general construction permit which requires that a storm water pollution prevention plan (SWPPP) be prepared prior to construction

activities and implemented during construction activities. The preparation of a Storm Water Pollution Prevention Plan (SWPPP) will identify Best Management Practices (BMPs) to address soil erosion. Upon compliance with these standard regulatory requirements, the proposed Project is not anticipated to result in substantial soil erosion or the loss of topsoil. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Geotech)

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Less than Significant with Mitigation Incorporated)

Impacts related to landslides are addressed above in response to Item VI.a.iv; impacts related to liquefaction are addressed above in response to Item VI.a.iii. This analysis addresses impacts related to unstable soils, as a result of lateral spreading, subsidence, or collapse.

Lateral Spreading: Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. According to the *Geotechnical Engineering Investigation* prepared for the Project by Salem Engineering, due to the relatively flat topography and low liquefaction potential within the Project site, the likelihood of lateral spreading is low.

Subsidence: According to the Riverside County GIS database, the Project is located in an area susceptible to subsidence. Seismic ground subsidence (not related to liquefaction induced settlements) occurs when strong earthquake shaking results in the densification of loose to medium density sandy soils above groundwater. Implementation of mitigation measure **MM Geo 1**, requiring the proposed Project to comply with all recommendations contained in the *Geotechnical Engineering Investigation,* will reduce impacts related to subsidence to a less than significant level.

Collapse: According to the *Geotechnical Engineering Investigation* prepared for the Project by Salem Engineering, the upper soils within the Project site are moisture-sensitive and moderately collapsible under saturated conditions. These soils, in their present condition, possess moderate risk to construction in terms of possible post-construction movement of the foundations and floor systems if no mitigation measures are employed. Accordingly, measures are considered necessary to reduce anticipated expansion and collapse potential. Implementation of mitigation measure **MM Geo 1**, requiring the proposed Project to comply with all recommendations contained in the *Geotechnical Engineering Investigation,* will reduce impacts related to collapse to a less than significant level.

To lessen the potential impacts of subsidence and collapsible soils at the site, the proposed Project will be constructed in accordance with the requirements of the CBC and the recommendations of the site specific Geotechnical Investigation. Therefore, impacts related to unstable geological units or soils are less than significant with mitigation incorporated.

Mitigation Measures:

MM Geo 1: ***Compliance with Recommendations from the Geotechnical Investigation***. Described in Item VI.a.iii above.

(Sources: Geotech; RC GIS)

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994),

creating substantial risks to life or property? (Less than Significant Impact with Mitigation Incorporated)

While there is currently no soil mapping that identifies specific areas within the City that are subject to expansive soils, such soils are known to exist in the City. Expansive soils are composed of a significant amount of clay particles which can expand (absorb water) or contract (release water). These shrink and swell characteristics can result in structural stress and place other loads on these soils. To lessen the potential impacts of expansive soils at the site, the proposed Project will be constructed in accordance with the requirements of the CBC and the recommendations of the site specific Geotechnical Investigation through implementation of mitigation measure **MM Geo 1**. Therefore, impacts related to unstable geological units or soils are less than significant with mitigation incorporated.

Mitigation Measures:

MM Geo 1: ***Compliance with Recommendations from the Geotechnical Investigation***. Described in Item VI.a.iii above.

(Sources: General Plan EIR; Geotech)

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (Less than Significant Impact)

According to the *Phase I Environmental Site Assessment* prepared by Salem Engineering Group dated February 29, 2016 (Appendix E), the owner of the subject property indicated that the existing and former on-site dwellings are/were connected to septic systems. However, it is unknown if additional septic systems are currently located on the subject property. The presence of septic systems is not anticipated to adversely impact the Project due to their presumed use for domestic purposes only.

The proposed Project will be served by a sewer system and no septic tanks or alternative wastewater disposal systems would be required. Existing septic systems and any septic systems discovered during the development of the proposed Project will be properly abandoned, closed, or destroyed in accordance with all applicable state and local regulations.. Thus, the proposed Project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Therefore, impacts are less than significant

Mitigation Measures: No mitigation measures are required.

(Sources: Phase I ESA)

VII. GREENHOUSE GAS EMISSIONS

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less than Significant Impact)

Construction activities produce combustion emissions from various sources (e.g., site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew). Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. **Table VII-A, Estimated Construction GHG Emissions**, lists the annual CO_2 emissions for each year of construction activity.

Table VII-A, Estimated Construction GHG Emissions

Year	Metric Tons per year (MT/yr)			
	Total CO_2	Total CH_4	Total N_2O	Total CO_2E
2017	167.13	0.03	0.00	167.99
2018	623.01	0.11	0.00	625.66
2019	134.23	0.02	0.00	134.85
Total	924.37	0.16	0.00	928.50
			Amortized	**30.95**

Source: Air Quality and Greenhouse Gas Analysis, November 2016 prepared by LSA, Table N (Appendix A).

Operation of the proposed Project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would include Project-generated vehicle trips associated with on-site facilities and customers and employees to the Project site. Area-source emissions would be associated with activities including landscaping and maintenance of proposed land uses, natural gas for cooking and heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed uses.

The GHG emission estimates presented in **Table VII-B, Estimated Operational GHG Emissions** show the emissions associated with the level of development envisioned by the proposed project at opening. Area sources include architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for heating and cooking.

Table VII-B, Estimated Operational GHG Emissions

Source	Metric Tons per year (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2E
Amortized Construction	--	--	--	30.95
Area	0.01	<0.01	0.00	0.01
Energy	638.73	0.02	<0.01	641.45
Mobile	7,658.89	0.29	0.00	7,666.21
Solid Waste	40.56	2.40	0.00	100.48
Water	43.84	0.25	<0.01	52.03
Total	**8,382.03**	**2.97**	**0.01**	**8,491.13**

Source: Air Quality and Greenhouse Gas Analysis, November 2016 prepared by LSA, Table O (Appendix A)

As shown in Table VII-B, the Project's operational emissions of GHGs (including the amortized construction emissions) would result in a net increase of 8,491 MT CO2e per year.

At the November 19, 2009, SCAQMD Board meeting, staff recommended 3,000 MTCO2e per year as a screening threshold for commercial retail projects. If a project's GHG emissions exceed the 3,000 MTCO2e per year screening threshold, the project would move to a "Tier 4" analysis. Tier 4 establishes a decision tree

approach that includes compliance options for projects that have incorporated design features into the project and/or implement GHG mitigation measures.

The City's Climate Action Plan (CAP) is a comprehensive document to ensure the City reduces communitywide GHG emissions consistent with AB 32 and EO S-3-05. The CAP was prepared concurrently with the City's General Plan and Environmental Impact Report to serve as the City's primary information and policy document for GHG emissions reductions in order to analyze and reduce potentially significant GHG emissions resulting from development under the City General Plan. The CAP includes a Project-Level CAP Consistency Worksheet, which is generally applicable to commercial land use development projects. As such, pursuant to the CAP documentation, further analysis is required to determine if a significant impact would occur.

CAP Consistency Analysis

The City's CAP contains a GHG emissions reduction target based on a communitywide emissions reduction to 6.6 MT CO2e per service population per year by 2020. The communitywide GHG emission reduction assumes a 22.3 percent reduction from the 2008 rate of 8.5 MT CO2e per service population. The City's CAP also contains the following GHG-related measures that are applicable to the proposed Project: T-1.2 Pedestrian Infrastructure, T-1.4 Bicycle Infrastructure, T-1.5 Bicycle Parking Standards, E-1.1 Tree Planting Requirements, E-1.2 Cool Roof Requirements, E-1.3 Energy Efficient Building Standards, E-4.1 Landscaping Ordinance, E-4.2 Indoor Water Conservation Requirements, and S-1.4 Construction and Demolition Waste Diversion.

The proposed Project is anticipated to comply with all the feasible CAP measures identified in Appendix D of the City CAP. Three other measures—T-2.1 fuel efficient vehicles, E-3.2 energy-efficient streetlights, and E-3.2 traffic signal lights—are not applicable to the Project development site. The choice, use, and operation of fuel-efficient vehicles are under the control of patrons, not property owners or tenants. Patrons arrive at and leave the shopping center and fast-food restaurants within very short periods of time. Energy-efficient streetlights and traffic signals are under the control of the City. Therefore, these three measures are not feasible for the proposed Project. The proposed Project will be subject to the latest version of the 2016 Title 24 standards and will also comply with CalGreen Standards. The Project is anticipated to plant trees and include landscaping that complies with the City's AB 1881 Landscape Ordinance. The Project is also anticipated to divert 65 percent or more of nonhazardous construction and demolition debris generated at the site. Based on the information in the Traffic Impact Analysis (Appendix I), it was assumed that approximately 4 percent of the vehicle trips would be pass-by trips.

Implementing projects that are in compliance with the above mandatory CAP GHG reduction measures would result in a decrease of GHG emissions. These measures will be applied to the proposed Project to reduce GHG emissions. Appendix D of the CAP contains a project-level worksheet that an applicant may use to demonstrate consistency with the General Plan growth potential and CAP. The following are the criteria for determining consistency with the CAP:

1. Is the project consistent with the General Plan land use designation?

   Determination: Development of the project site would be General Commercial, which is consistent with the land uses specified in the City of Lake Elsinore's General Plan. Therefore, the project meets this criterion.

2. Is the project consistent with the General Plan population and employment projections for the site, upon which the CAP modeling is based?

Determination: The City of Lake Elsinore General Plan's build-out of population, housing, and employment figures has anticipated development of the project site as C-2 General Commercial zoning. This zoning plan and projection were used in the preparation of the CAP. Therefore, the project meets this criterion.

3. Does the project incorporate the following CAP measures as binding and enforceable components of the project? Until these measures have been formally adopted by the City and incorporated in to applicable codes, the requirements must be incorporated as mitigation measures applicable to the project (*CEQA Guidelines*, Section 15183.5(b)(2)).

   Determination: Project design features require that the project implement CAP measures T-1.2, T-1.4, T-1.5, E-1.1, E-1.2, E-1.3, E-4.1, E-4.2, and S-1.4. Therefore, the Project meets this criterion.

Based on the analysis above, with implementation of the CAP GHG reduction measures, the proposed Project will be consistent with and will be built upon the goals, policies, and implementation programs contained in the adopted City CAP. Thus, the proposed Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG; CAP)

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Less than Significant Impact)

The proposed Project would be required to comply with the 2016 Title 24 standards and the CalGreen building standards, as well as implement various sustainability features with which the Project is required to comply. These features would foster, among other benefits, reductions in energy consumption, waste generation, and associated pollution. In addition, newer construction materials and practices, current energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to materials and equipment used years ago.

As described in Item VII.a above, the City's CAP is a comprehensive document to ensure the City reduces communitywide GHG emissions consistent with AB 32 and EO S-3-05. The CAP was prepared concurrently with the City's General Plan and Environmental Impact Report to serve as the City's primary information and policy document for GHG emissions reductions in order to analyze and reduce potentially significant GHG emissions resulting from development under the City General Plan.

Based on the CAP consistency analysis described in Item VII.a above, with implementation of the CAP GHG reduction measures, the proposed Project will be consistent with and will be built upon the goals, policies, and implementation programs contained in the adopted City CAP. Thus, the proposed Project will be consistent and not conflict with an applicable City's policy, regulations, or CAP adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG; CAP)

VIII. HAZARDS AND HAZARDOUS MATERIALS

a) Create a significant hazard to the public or the environment through the routine transport, use, or

disposal of hazardous materials? (Less than Significant Impact)

Construction of the proposed Project may include the transportation and storage of hazardous materials, such as fuels, cleaning solvents, or pesticides. The transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. The proposed Project is not expected to create the need for an excess of hazardous materials being used on-site during construction or operation.

A number of federal and state agencies prescribe strict regulations for the safe transportation of hazardous materials. Hazardous material transport, storage and response to upsets or accidents are primarily subject to federal regulation by the United States Department of Transportation (DOT) Office of Hazardous Materials Safety in accordance with Title 49 of the Code of Federal Regulations. California regulations applicable to Hazardous material transport, storage and response to upsets or accidents are codified in Title 13 (Motor Vehicles), Title 8 (Cal/OSHA), Title 22 (Management of Hazardous Waste), Title 26 (Toxics) of the California Code of Regulations, and the Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory).

As the proposed Project will be required to comply with all applicable federal and state laws related to the transportation, use, storage and response to upsets or accidents that may involve hazardous materials would reduce the likelihood and severity of upsets and accidents during transit and storage, it is not expected to result in the use of large amounts of hazardous materials that would create a hazard to the public or environment. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: CCR; Code of Federal Regulations; Health and Safety Code)

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Less than Significant Impact)

As noted in response Item VIII.a above, the proposed Project may involve the use of hazardous materials but shall comply with all applicable federal and state laws pertaining to the transport, use, disposal, handling, and storage of hazardous materials, including but not limited to Title 49 of the Code of Federal Regulations and Title 13, (motor vehicles) Title 8 (Cal/OSHA), Title 22 (Health and Safety Code), Title 26 (Toxics) of the California Code of Regulations, and Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory), which describes strict regulations for the safe transportation and storage of hazardous materials. Thus, the proposed Project will be required to comply with all applicable federal and state laws related to the transportation, use and storage of hazardous materials and will not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: CCR; Code of Federal Regulations; Health and Safety Code)

c) Emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (No Impact)

The proposed Project is not located within one-quarter mile of an existing or proposed school. The closest school is Ortega High School and Valley Adult School which is approximately 0.44 miles south of the proposed Project site. Thus, the proposed Project will not emit hazardous emissions or handling hazardous

materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: Google Earth)

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Less than Significant Impact)

Per a review of the California Department of Toxic Substances Control (DTSC) EnviroStor Database, no records of cleanup sites are on file with the DTSC for the proposed Project site or adjacent properties. The nearest site to the proposed Project is the Ortega High School/Alternative Education site (33010008), a School Investigation Cleanup Site located approximately 0.81 miles away. The site is classified as a school site and the cleanup oversight agency is the DTSC Site Cleanup Program – Lead. The past use that caused contamination is agricultural row crops, since the site was used for agricultural purposes from 1949 to 1993 and potential contaminants of concern include chromium, DDT, lead, barium, and vanadium compounds. The cleanup status of the site involves no further action as of June 9, 2000. This site is not anticipated to cause a hazard to the project.

A *Phase I Environmental Site Assessment* was prepared by Salem Engineering Group for the proposed Project site. The presence or likely presence of any hazardous substances or petroleum products was not found in, on, or at the Project site. Based on the observed uses of the properties located immediately adjacent to the Project site, it is unlikely that significant quantities of hazardous materials are currently stored or handled at the adjacent properties. According to a previous environmental investigation of the site, a gasoline service station historically occupied the western portion of the proposed Project site comprised of a small 4,800 square-foot triangular-shaped parcel from sometime in the 1930s until approximately the 1970s. No records were available regarding the removal of the USTs or of any environmental testing of the parcel. Therefore, between October 2 and October 7, 2008, a geophysical survey and soil and groundwater sampling was conducted at the parcel. No TPH-g or VOCs were reported to have been detected in any of the soil or groundwater samples analyzed. The geophysical survey did not reveal any large buried metallic objects in the area of the former gasoline service station. It was therefore concluded that no other site investigation or remediation was believed warranted or necessary.

The owner of the subject property indicated that the existing and former on-site dwellings are/were connected to septic systems. However, it is unknown if additional septic systems are currently located on the subject property. The presence of septic systems is not anticipated to adversely impact the Project due to their presumed use for domestic purposes only. The proposed Project will be served by a sewer system and no septic tanks would be required. Existing septic systems and any septic systems discovered during the development of the proposed Project will be properly abandoned, closed, or destroyed in accordance with all applicable state and local regulations.

The proposed Project involves development for commercial uses on a site that is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and no significant hazards were identified during the *Phase I Environmental Site Assessment*. As a result, the proposed Project would not create a significant hazard to the public or the environment. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: DTSC; Google Earth; Phase I ESA)

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (No Impact)

The proposed Project is not located within an airport land use plan or located within two miles of a public use airport and as such, will have no impact on resulting in a safety hazard for people residing or working in the Project area. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Less than Significant Impact)

The proposed Project is located approximately 4.13 miles from the Skylark Airport. The Skylark Airport is a private airport that is the hub for air sports in Lake Elsinore and accommodates organizations that utilize the airport for plane use, glider flights, and skydiving. The runway surface at Skylark Airport consists of gravel and sand; as such, this surface generally does not permit optimal conditions for frequent and convenient airport operations. The proposed Project site is not within the Skylark Airport Influence Area as depicted in Figure 2.7 – Airport Influence Areas of the City's General Plan and as such does not need to be evaluated for consistency with continued operations at the airport. Thus, the proposed Project will not result in any impacts related to private airstrips and safety hazards for people residing or working in the project area. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; General Plan Figure 2.7 – Airport Influence Areas; Google Earth)

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Less than Significant Impact)

The proposed Project will be required to comply with all applicable fire code requirements for construction and access to the site and as such, will be reviewed by the City Fire Department to determine the specific fire requirements applicable to ensure compliance with these requirements. This review will ensure that the Project will provide adequate emergency access to and from the site. Further, the City Engineer and the City Fire Department will review any modifications to existing roadways to ensure that adequate emergency access and/or emergency response would be maintained. Thus, the proposed Project does not propose any changes that will impact the City's Emergency Preparedness Plan or the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan so will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands area adjacent to urbanized areas or where residences are intermixed with wildlands? (Less than Significant Impact)

According to the Riverside County GIS database, the proposed Project is not located within a High Fire Hazard Classification Area and is not in a Fire Responsibility Area. Figure 3.10-2 – Wildfire Susceptibility does not show the Project as being located in a fire hazard zone. The proposed Project site has been moderately to severely disturbed by development and weed-abatement disking. Furthermore, the proposed Project is bounded by commercial uses to the north, undeveloped land to south, and Interstate 15 (I-15) and business park uses to the east and west, respectively. Thus, the proposed Project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR Figure 3.10-2 – Wildfire Susceptibility; RC GIS)

IX. HYDROLOGY AND WATER QUALITY

a) Violate any water quality standards or waste discharge requirements? (Less than Significant Impact)

The Santa Ana Regional Water Quality Control Board (SARWQCB) sets water quality standards for all ground and surface waters within the Project's region. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives).

Activities associated with the construction of the proposed Project would include grading and site preparation, which may have the potential to release pollutants (e.g., oil from construction equipment, cleaning solvents, paint) and silt off-site which could impact water quality. However, the Project is required to prepare a Stormwater Pollution Prevention Plan (SWPPP) pursuant to the statewide General Construction Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, adopted September 2, 2009 and effective as of July 2, 2010) issued by the State Water Resources Control Board (SWRCB) for construction projects.

Development of the proposed Project would add impervious surfaces to the site through associated parking, loading areas, and drive aisles. By increasing the percentage of impervious surfaces on the site, less water would percolate into the ground and more surface runoff would be generated. Paved areas and streets would collect dust, soil and other impurities that would then be assimilated into surface runoff during rainfall events. Operation of the Project has the potential to release pollutants resulting from replacing vacant land with roadways, walkways, and parking lots. These improvements may potentially impact water quality. However, according to the *Preliminary Water Quality Management Plan* prepared by David Evans and Associates dated December 21, 2015 (Appendix F), while the Project requires a large amount of impervious area to make the Project feasible, the impervious area has been reduced to the minimum area possible. All pervious areas shall maintain natural infiltration capacity by avoiding compaction and limiting construction traffic in these areas. Additionally, impervious areas are routed to BMPs which are pervious to maximize infiltration. The Project will utilize Filterra Biofiltration Units as well as Bioretention Planters to treat storm water runoff before it leaves the site. These BMP's will provide treatment through evapotranspiration, evaporation and biofiltration. The proposed Project also will employ a use of an underground detention basin and system to alleviate the expected increase in runoff. The detention basin along with outlet discharge control is able to mitigate peak runoff flows to a level at or below pre-development conditions. The Preliminary WQMP has been submitted to the City Public Works Department for review. Prior to issuance of a grading or building permit, a final WQMP will be required for the Project.

The proposed Project incorporates site design, source controls and treatment control BMPs to address storm

water runoff. A majority of the flows from the site will occur over impervious surfaces that discharge to the underground on-site infiltration tank. Biofiltration and bioretention BMPs are also included to treat storm water runoff before it leaves the site. Thus, through BMPs combined with compliance of existing regulations the proposed Project will not violate water quality standards or waste discharge requirements. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; Hydro; P-WQMP; SWRCB)

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there could be a net deficit in aquifer volume or a lowering of the local groundwater table (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (Less than Significant Impact)

According to General Plan EIR Figure 3.9-2 – Groundwater Management Zones, the proposed Project is located within the Warm Springs Valley Groundwater Management Zone (GMZ). The Warm Springs Valley GMZ does not have identified beneficial uses such as municipal and domestic supply or ground water recharge. Therefore, the proposed Project is not expected to substantially deplete groundwater supplies.

As outlined in the *Preliminary Water Quality Management Plan* prepared by David Evans and Associates, the proposed Project utilizes the minimum impervious area possible. However, the proposed Project requires a large amount of impervious area to make the Project feasible. All pervious areas shall maintain natural infiltration capacity by avoiding compaction and limiting construction traffic in these areas. Additionally, areas are routed to BMPs which are pervious to maximize infiltration. The proposed Project will utilize Filterra Biofiltration Units as well as Bioretention Planters to treat storm water runoff before it leaves the site. These BMP's will provide treatment through evapotranspiration, evaporation and biofiltration. Additionally, very low infiltration rates were identified on-site. These conditions are not conducive to groundwater recharge. Thus, development of the Project site will not substantially interfere with groundwater recharge. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; Hydro; P-WQMP)

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Less than Significant Impact)

According to the *Preliminary Drainage Report* prepared by David Evans and Associates dated December 2015 (Appendix G), the Project site drains from the north east to the south west end of the site. Development of the Project site for commercial use will include associated parking, loading areas, landscape areas, and drive aisles. The overall drainage pattern will remain unchanged as a result of the development. The site will continue to drain from east to west with the project discharging into a proposed storm drain system that will convey the water to the 3rd Street Channel. Upstream flows from the California Department of Transportation (Caltrans) right-of-way will be intercepted via storm drain inlet and conveyed west to the proposed storm drain in Collier Avenue.

The Project is subject to NPDES requirements including preparing and implementing a SWPPP for the prevention of runoff during construction. Erosion, siltation and other possible pollutants associated with long-

term implementation of the Project is addressed as part of the project-specific Preliminary WQMP and grading permit process. Thus, through compliance with existing regulations and policies the proposed Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. Therefore, impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Hydro; P-WQMP)

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? (Less than Significant Impact)

As described in Item IX.c above, the overall drainage pattern will remain unchanged as a result of the development. The drainage area will have an increased impervious area from existing condition and will result in slightly higher peak runoff values. The increase in peak runoff shall be mitigated to a level at or below existing levels through the use of an underground detention basin and bio-retention as outlined in the *Preliminary Water Quality Management Plan* prepared by David Evans and Associates. The biofiltration and bioretention facilities will reduce the peak flow to a level below the existing for the 2 year-24 hour storm event. The proposed Project will also employ the use of an underground detention basin and system to alleviate the expected increase in runoff. The detention basin along with outlet discharge control is able to mitigate peak runoff flows to a level at or below pre-development conditions. Thus, no flooding on or off-site as a result of the proposed Project will occur. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: P-WQMP)

e) 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? (Less than Significant Impact)

As described in Item IXc above, the overall drainage pattern will remain unchanged as a result of the proposed development. The proposed Project incorporates site design, source controls and treatment control BMPs to address storm water runoff. A majority of the flows from the site will occur over impervious surfaces that discharge to the underground on-site infiltration tank. Biofiltration and bioretention BMPs are also included to treat and retain storm water runoff before it leaves the site.

The proposed Project site is not within a Riverside County Flood Control Master Drainage Plan Area. The existing site receives flow from the Cal-Trans right-of-way to the east and drains west to a drainage ditch that runs along Collier Ave. The runoff from the Project is conveyed to the 3rd Street Channel and out to the Temescal Wash. The drainage area will have an increased impervious area from existing condition and will result in slightly higher peak runoff values. The increase in peak runoff shall be mitigated to a level at or below existing levels through the use of an underground detention basin and bio-retention.

In addition, storm drains located within the City limits are maintained by the City as well as by the Riverside County Flood Control and Water Conservation District. Storm runoff within the City is generally intercepted by a network of City facilities and then conveyed into regional facilities. All downstream conveyance channels that will receive runoff from the Project are engineered and regularly maintained to ensure flow capacity. As such, impacts related to the Project's runoff will be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; Hydro; P-WQMP)

f) Otherwise substantially degrade water quality? **(Less than Significant Impact)**

A project specific Preliminary WQMP was prepared which identifies bacteria, metals, trash, organic compounds, oils and grease as pollutants of concern. As such, appropriate site design, source control and treatment control best management practices have been incorporated into the Project design to address these pollutants of concern in addition to other potential and expected pollutants generally associated with a commercial land use, such as trash and debris, oil, etc. As the proposed Project will be reviewed by the City's Public Works Department and appropriate best management practices have been incorporated into the Project design as described in Item IX.a above, the Project is not anticipated to substantially degraded water quality. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Hydro; P-WQMP)

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (No Impact)

The proposed Project entails the development of commercial uses. No housing is proposed as a part of the Project. Thus, the proposed Project will not place housing within a 100-year flood hazard area. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: FEMA)

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? **(Less than Significant with Mitigation Incorporated)**

As shown on FEMA Panel No. 06065C2029G, the proposed Project site contains areas within the 1.0 percent annual chance floodplain boundary, areas within the 0.2 percent annual chance floodplain boundary, and areas determined to be outside the 0.2 percent annual chance floodplain. According to the *Preliminary Drainage Report* prepared by David Evans and Associates, a majority of the Project site is located within the Special Flood Hazard Area Zone AO, with a determined flood depth of 1 foot, which, in this case, is the backwater effect from the overflow of Temescal Wash and 3rd Street Channel. However, with implementation of mitigation measure **MM Hydro 1**, all of the buildings will be constructed such that they are elevated by a minimum of the depth designation, which, in this case is one foot, above the highest adjacent existing ground per the established Flood Elevation published by FEMA. Through the use of the proposed detention basin along with outlet discharge control which is able to mitigate peak runoff flows to a level at or below pre-development conditions and the increased buildings elevations, life and property will be protected during 100-year storm events. Thus, the proposed Project will not place structures within a 100-year flood hazard area which would impede or redirect flood flows. Therefore, impacts are less than significant with mitigation incorporated.

Mitigation Measures:

MM Hydro 1: ***Building Elevations***. Prior to issuance of occupancy permit, all Project buildings shall be constructed such that the structures is elevated by a minimum of the depth designation of one foot, above the highest adjacent existing ground per the established Flood Elevation published by FEMA.

(Sources: FEMA; Hydro)

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Less than Significant with Mitigation Incorporated)

The Elsinore Area Plan of the Riverside General Plan, shows that a portion of the City of Lake Elsinore is located within the high inundation zone of the Railroad Canyon Dam, which is located northwesterly of the City in the city of Canyon Lake. If a catastrophic failure were to occur at the dam, the 11,500 acre-feet of water would flow into the San Jacinto River and Lake Elsinore, flooding that portion of the City generally located southwest of Lakeshore Drive, southeast of Riverside Drive (SR-74), northeast of Grand Avenue and northwest of Corydon Street. The extent of the dam inundation zone corresponds with the boundary of the 100-year floodplain for both Lake Elsinore and San Jacinto River shown in Figure 3.9-1 – Hydrologic Resources. However, the instantaneous failure of the dam is unlikely. Therefore, repairs could be made to a leaking or damaged dam to avoid significant damage to life and/or property. Additionally, Division 3 of the California Water Code, places supervision of non-federal dams to the responsibility of the State Division of Safety of Dams (DSOD). The DSOD routinely inspects operating dams to ensure that they are adequately maintained, and to direct the dam owner to correct any deficiencies. Although the proposed Project site is located within the vicinity of a dam inundation area, the dam is routinely inspected and maintained.

The proposed Project is also within the 100-year flood plain due to the backwater effect from the overflow of Temescal Wash and 3rd Street Channel. However, through the implementation of mitigation measure **MM Hydro 1**, all proposed buildings shall be constructed such that structures are elevated by a minimum of the depth designation, which, in this case is one foot, above the highest adjacent existing ground per the established Flood Elevation published by FEMA. Through the use of the proposed detention basin along with outlet discharge control which is able to mitigate peak runoff flows to a level at or below pre-development conditions and the increased buildings elevations, life and property will be protected during 100-year storm events. Therefore, the proposed Project will have a less than significant impact with mitigation incorporated in terms of exposing people or structures to a significant risk of loss, injury or death involving flooding.

Mitigation Measures:

MM Hyro 1: ***Building Elevatiosn***. Described in Item IX.h above.

(Sources: General Plan EIR Figure 3.9-1 – Hydrologic Resources; Hydro)

j) Inundation by seiche, tsunami, or mudflow? (Less than Significant Impact)

According to the *Geotechnical Engineering Investigation* prepared by Salem Engineering Group, the proposed Project site is not located within a coastal area. Therefore, tsunamis (seismic sea waves) are not considered to be a significant hazard at the site. Seiches are large waves generated in enclosed bodies of water in response to ground shaking. No major water-retaining structures are located immediately up gradient from the Project site. In addition, the proposed Project is located over 1 mile, up gradient from Lake Elsinore. Thus, flooding from a seismically-induced seiche is considered unlikely. As discussed in Item V.ia.iii above, the Project site consists of relatively flat topography making the potential for mudflow low. Thus, the proposed Project is not

susceptibile to inundation by seiche, tsunami, or mudflow. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Geotech)

IX. LAND USE AND PLANNING

a) Physically divide an established community? (No Impact)

The proposed Project site is zoned as General Commercial (C2) and surrounded by Commercial Manufacturing (CM) and other C2 zoning designations. The Zoning Code divides the City into districts, or zones, and regulated land use activity in each district, specifying the permitted uses of land and buildings, density, bulk, and other regulations. The proposed Project is consistent with these and surrounding zoning and land use designations. Thus, the proposed Project will not physically divide an established community. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; Zoning Map)

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (No Impact)

The proposed Project site is zoned as General Commercial (C2) and surrounded by Commercial Manufacturing (CM) and other C2 zoning designations. Additionally, the General Plan Land Use designation is General Commercial and is surrounded by other General Commercial and Business Professional land uses. The proposed Project is consistent with these and surrounding zoning and land use designations. The proposed Project is not within a Specific Plan or Historic Preservation District, nor is it within a General Plan Policy Overlay Area. The Project is also not within an Airport Compatibility Zone or an Airport Influence Area. Thus, the Project will not conflict with any applicable land use plan, policy, or regulation. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; General Plan LU Map; Zoning Map)

c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Less than Significant with Mitigation Incorporated)

As discussed Item IV.f above, the proposed Project is consistent with the MSHCP and SKR HCP. Implementation of mitigation measure **MM Bio 1** will ensure the Project complies with applicable MSHCP fees. Through implementation of mitigation measure **MM Bio 2,** raptors and other nesting bird species that may or may not be covered under the MSHCP will be protected. Mitigation in the form of payment of SKR HCP fee is required to the City and is included as mitigation measure **MM Bio 3**. Thus, with implementation of mitigation measures **MM Bio 1** through **MM Bio 3**, the proposed Project will not conflict with any applicable habitat conservation plan or natural community conservation plan. Therefore, impacts are less than significant with mitigation.

Mitigation Measures:

MM Bio 1: ***MSHCP Fees***. Defined in Item IV.a, above.

MM Bio 2: ***Nesting Bird and Bat Pre-construction Surveys.*** Defined in Item IV.a, above.

MM Bio 3: ***Stephens' Kangaroo Rat Habitat Conservation Plan***. Defined in Item IV.a, above.

(Sources: Bio)

XI. MINERAL RESOURCES

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Less than Significant Impact)

The County's principal mineral resources include clay, limestone, iron ore, sand, and construction aggregate. As of 2010, six mines were active in the Lake Elsinore area, producing clay, stone/rock, and sand and gravel. Decomposed granite has also been mined in the Lake Elsinore area in recent years. According to Figure 3.12-1 of the General Plan EIR, the proposed Project site is located within the Mineral Resource Zone 3 Area (MRZ-3), or areas containing mineral deposits, the significance of which cannot be evaluated from available data. The proposed Project area once consisted of agricultural and vacant land that has been significantly compromised by increasing development of the land since 1978. The Project site's historical uses include previous undetermined agricultural use and a gasoline service station from sometime in 1930s to the 1970s. No mineral extraction has been documented on the site. Given the size and location of the Project site in relationship to surrounding urban uses, it is highly unlikely that any surface mining or mineral recovery operation could feasibly take place in the Project area.

Additionally, the City's General Plan delineates mining operations areas by an overlay land use for mining purposes. The proposed Project is not within the Extractive Overlay of the General Plan Land Use Map. Therefore, the proposed Project will have less than significant impacts in regards to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; General Plan LU Map; Phase I ESA)

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (No Impact)

As discussed in Item XI.a above, the City's General Plan delineates mining operations areas by an overlay land use for mining purposes. The proposed Project is not within the Extractive Overlay of the General Plan Land Use Map. Thus, the proposed Project will not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; General Plan LU Map)

XII. NOISE

a) Exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies? (Less than Significant with Mitigation Incorporated)

Noise impacts are evaluated from two perspectives – impacts to the Project and impacts from the Project. Noise impacts to a project may occur as a result of excessive off-site noise sources. Noise impacts from a project may occur as a result of on-site activities or project-related traffic. To evaluate these impacts a Noise Impact Analysis (NIA) was prepared for the Project by LSA Associates dated October 26, 2016 (Appendix H).

Impacts to the Project:
The primary existing noise sources in the Project area are transportation facilities. Traffic on Crane Street, Central Avenue, other local streets, and I-15 are the dominant sources contributing to the ambient noise levels in the Project vicinity.

The Project site is located approximately 80 feet from the centerlines of Central Avenue and Collier Avenue, and would be exposed to traffic noise from reaching 79 and 72 dBA CNEL, respectively, without considering any building shielding effect. Proposed on-site commercial buildings that are closest to I-15 (at distances ranging from 200 to 300 feet from the freeway centerline) would be exposed to traffic noise reaching 77 dBA CNEL. Since no outdoor active use areas would be impacted by the traffic noise, no sound walls are required for the proposed on-site uses.

However, the City has established an interior noise standard of 50 dBA CNEL under the "with windows closed scenario" for commercial uses. Based on the typical sound level reductions of buildings identified in *Protective Noise Levels, Condensed Version of EPA Levels Document* (EPA 1978), standard building construction in Southern California would provide 24 dBA or more (the national average is 25 dBA) in noise reduction from exterior to interior with windows and doors closed. With windows and doors open, the exterior-to-interior noise reduction drops to 12 dBA or more (the national average is 15 dBA).

Under the windows closed scenario, proposed on-site commercial buildings would be exposed to traffic noise from I-15, Central Avenue, and Collier Road reaching 53, 55, and 48 dBA CNEL, respectively. Because the proposed on-site commercial buildings that are closest to I-15 and Central Avenue would have their interior noise level potential exceeding the City's 50 dBA CNEL interior noise standard for commercial uses, building façade upgrades (e.g., window upgrades) would be required to meet the interior noise standard. The Sound Transmission Class (STC) rating for windows associated with commercial buildings along and directly exposed to traffic on Central Avenue is estimated to need to be STC-33 or higher to reduce the interior noise level at the commercial buildings to meet the 50 dBA CNEL interior noise standard. Implementation of mitigation measure **MM Noise 1** would require an STC-33 or higher rating be installed to ensure interior noise levels would be reduced to 50 dBA CNEL or less. Similarly, implementation of mitigation measure **MM Noise 2** would require windows associated with commercial buildings along and directly exposed to traffic on I-15 would need to be STC-31 or higher to meet the 50 dBA CNEL interior noise standard for commercial uses to reduce interior noise levels to 50 dBA CNEL or less. Implementation of mitigation measure **MM Noise 3**, will require mechanical ventilation systems (e.g., air conditioning) for commercial buildings to ensure that windows can remain closed for the interior space. Thus, with implementation of **MM Noise 1** through **MM Noise 3**, noise impacts to the proposed Project are less than significant.

Impacts from the Project:
Two types of short-term noise impacts may potentially occur during construction of the proposed Project. First, construction crew commutes and the transport of construction equipment and materials to the site would incrementally increase noise levels on roadways in the Project area. There will be a relatively high single-event noise exposure potential at a maximum level of 87 dBA Lmax with trucks passing at 50 feet from sensitive receptors along roadway segments leading to the Project site. When compared to the existing traffic volumes

on streets in the project vicinity, the projected construction traffic will be minimal, and its associated long-term noise level change will not be perceptible.

The second type of short-term noise impact is related to noise generated during demolition, excavation, grading, and construction on the project site. Construction is performed in discrete steps, each of which has its own mix of equipment and noise characteristics; therefore, the noise levels vary as construction progresses. Typical maximum noise levels from construction activity or the active construction area range up to 90 dBA Lmax at 50 feet during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because earthmoving equipment is the noisiest construction equipment. Typical operating cycles for these types of construction equipment (e.g., earthmovers, bulldozers, water trucks, and pickup trucks) may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings.

Construction of the proposed Project is expected to require the use of earthmovers, bulldozers, water trucks, and pickup trucks on site. Residential properties that are located 800 feet to the southeast and 1,200 feet to the south of the Project site would receive a noise reduction of 24 to 28 dBA, respectively, compared to the noise level measured at 50 feet from the on-site construction areas and may be subject to short-term, intermittent noise reaching 62 to 66 dBA Lmax, respectively, from on-site construction activities. However, this range of noise levels is comparable to or lower than ambient noise levels in the area as the entire Project site is exposed to existing traffic noise from I-15 that exceeds 65 dBA CNEL thus, exceeding 65 dBA Lmax. Similarly, more than half of the project site is exposed to traffic noise from Central Avenue exceeding 65 dBA CNEL; thus, exceeding 65 dBA Lmax.
However, the City's Municipal Code sets allowable noise limits associated with construction activity at business properties such as commercial uses at 85 dBA from mobile sources and 75 dBA from stationary sources. No construction activity on the project site will result in these noise limits being exceeded at adjacent commercial and/or industrial uses. Further, intervening buildings and structures between the Project site and the nearest noise-sensitive receivers will provide noise attenuation for the on-site construction noise.
Thus, compliance with regulatory requirements and implementation of mitigation measure **MM Noise 4** requiring additional equipment and construction-related measures, will not result in construction noise that is substantially higher than the current ambient noise levels.

Delivery trucks and parking lot activities associated with on-site uses during Project operations may potentially affect adjacent land uses. The loading and unloading noise associated with the on-site uses is projected to be 51 dBA Lmax and 47 dBA Lmax, respectively, at the nearest off-site residential property lines to the southeast and to the south of the Project site. However, intervening structures between the Project site and these off-site receivers will provide a shielding effect that will reduce noise associated with the loading/unloading activity on the Project site. Additionally, loading/unloading activities will occur only one or two times a day for each of the on-site uses and will last only a few minutes each time. Thus, noise associated with loading/unloading activities, when averaged over a 24-hour period and weighted for evening and nighttime quieter ambient noise levels, will not contribute significantly to the CNEL level in the Project area as the CNEL level associated with these activities will not exceed the City's 65 dBA CNEL exterior noise standard and impact those residential uses located to the southeast and to the south of the Project site.

Representative parking activities (e.g., employees conversing or doors slamming) on the Project site would generate approximately 60 to 70 dBA Lmax at 50 feet. This level of noise is lower than that of the truck delivery and loading/unloading activities and is intermittent in nature. Because parking lot activity would occur intermittently throughout the day, and each time would last less than 1 minute, noise associated with these parking lot activities, when averaged over a 24-hour period and weighted for evening and nighttime quieter ambient noise levels, would not contribute significantly to the CNEL level in the project area. The CNEL levels associated with these parking lot activities will not exceed the City's 65 dBA CNEL exterior noise standard for off-site noise-sensitive uses.

Thus, with implementation of mitigation measures **MM Noise 1** through **MM Noise 4**, the proposed Project will not expose persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies. Therefore, impacts are less than significant with mitigation incorporated.

Mitigation Measures:

MM Noise 1: ***STC-33 Window Ratings.*** Prior to the issuance of building permits, the Project applicant shall incorporate use of windows with ratings of STC-33 or higher on building plans to meet the 50 dBA CNEL interior noise standard for commercial uses for on-site buildings along Central Avenue (Pads 1 through 4).

MM Noise 2: ***STC-31 Window Ratings.*** Prior to the issuance of building permits, the Project applicant shall incorporate use of windows with ratings of STC-31 or higher on building plans for on-site buildings along I-15 (Major D and Pad 4).

MM Noise 3: ***Mechanical Ventilation Systems.*** Prior to the issuance of building permits, the Project applicant shall incorporate use of a mechanical ventilation system such as air conditioning, so that windows can remain closed for prolonged periods of time on building plans for on-site buildings directly exposed to I-15 and Central Avenue traffic noise.

MM Noise 4: ***Standard Construction Conditions.*** Construction shall be limited to the hours between 7:00 a.m. and 7:00 p.m. on weekdays in accordance with the City's Municipal Code. In addition, the following standard condition measures shall be implemented to reduce potential construction noise impacts on nearby sensitive receptors:

- During all site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest to the project site during all project construction.

(Sources: NIA)

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Less than Significant Impact)

Vibration refers to ground-borne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable. To evaluate these impacts a Noise Impact Analysis (NIA) was prepared for the Project by LSA Associates Inc. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on nearby structures varies depending on soil type, ground strata, and construction characteristics of the receptor buildings. The results from vibration can range from no perceptible effects at the lowest vibration levels to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Construction-related ground-borne vibration rarely reaches levels that would damage structures.

The closest buildings/structures in the Project vicinity are the industrial structures located approximately 200 feet from the project construction area. None of the construction equipment (e.g., bulldozers, trucks,

jackhammers) or activity expected on site would result in a vibration level greater than 0.12 in/sec PPV at these nearest industrial structures. Additionally, any potential groundborne vibration or groundborne noise levels during construction would be temporary, and thus have a less than significant impact.

Operation of the proposed Project will not involve any vibration sources to which people will be exposed or that will generate excessive ground-borne vibration or ground-borne noise. Vehicles with rubber tires on roadway segments surrounding the Project site will not generate any significant ground-borne vibration that exceeds the 65 VdB perception threshold. According to the Federal Transit Administrations's *Transit Noise and Vibration Impact Assessment*, the vibration threshold for Category 2 (buildings where people sleep) is 72 VdB for frequent events and 80 VdB for infrequent events. The level of off-site vibration resulting from proposed Project operation will not exceed these vibration thresholds at the nearest residences, which are 800 feet and 1,200 feet away. Thus, any potential groundborne vibration impacts during proposed Project operations will not expose persons to or generation of excessive groundborne vibration or groundborne noise levels during construction and operation. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: NIA)

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Less than Significant Impact)

The primary existing noise sources in the Project area are transportation facilities. Traffic on Crane Street, Central Avenue, other local streets, and I-15 are the dominant sources contributing to the ambient noise levels in the Project vicinity. As shown in Figure 3.5-2 – Existing Noise Contours of the General Plan EIR, the proposed Project site is mostly within the 70 dBA noise contour associated with the I-15 freeway, with a small portion being in the 65 dBA noise contour.

Construction-related noise levels will be higher than existing ambient noise levels in the Project area, but will cease once construction of the Project is complete so these activities will not result in a permanent increase in ambient noise levels.

Traffic noise levels will continue to be similar to those under the existing conditions along most roadway segments in the Project vicinity. Under the Existing plus Project traffic scenario (E+P), traffic-related noise levels will increase up to 0.7 dBA along most Project area roadways, except along Cambern Avenue, located east of Central Avenue, where the Project-related traffic noise level increase will be 4 dBA; more than the 3 dBA threshold normally perceptible by the human ear in an outdoor environment. However, because the 70, 65, and 60 dBA CNEL impact zones on Cambern Avenue will continue to be confined within the roadway right-of-way, no significant traffic noise impact will occur on adjacent off-site noise-sensitive land uses. Thus, the proposed Project will not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR Figure 3.5-2 – Existing Noise Contours; NIA)

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Less than Significant Impact with Mitigation Incorporated)

Short-term, construction-related noise would occur as a result of the proposed Project. Construction of the proposed Project is expected to require the use of earthmovers, bulldozers, water trucks, and pickup trucks on

site. Residential properties that are located 800 feet to the southeast and 1,200 feet to the south of the Project site would receive a noise reduction of 24 to 28 dBA, respectively, compared to the noise level measured at 50 feet from the on-site construction areas and may be subject to short-term, intermittent noise reaching 62 to 66 dBA Lmax, respectively, from on-site construction activities. However, this range of noise levels is comparable to or lower than the existing ambient noise levels as the entire Project site is exposed to existing traffic noise from I-15 that exceeds 65 dBA CNEL thus, exceeding 65 dBA Lmax. Similarly, more than half of the project site is exposed to traffic noise from Central Avenue exceeding 65 dBA CNEL; thus, exceeding 65 dBA Lmax. However, the City's Municipal Code sets allowable noise limits associated with construction activity at business properties such as commercial uses at 85 dBA from mobile sources and 75 dBA from stationary sources. No construction activity on the Project site will result in these noise limits to be exceeded at adjacent commercial and/or industrial uses. In addtion, intervening buildings and structures between the Project site and these nearest noise-sensitive receivers will provide noise attenuation for the on-site construction noise.

Lastly, Project-related construction noise will no longer occur once construction of the Project is complete. Thus, compliance with regulatory requirements and implementation of mitigation measure **MM Noise 4** requiring additional equipment and construction-related measures, will not substantially increase ambient noise levels in the project vicinity above levels existing without the project. Therefore, impacts are less than significant with mitigation incorporated.

Mitigation Measures:
MM Noise 4: ***Standard Construction Conditions.*** Described in Item XII.a above.

(Sources: NIA)

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? <u>(No Impact)</u>

The proposed Project is not located within an airport land use plan nor is it located within two miles of a public use airport and as such, will have no impact on exposing people residing or working in the Project area to excessive noise levels. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? <u>(Less than Significant Impact)</u>

The proposed Project is located approximately 4.13 miles from the Skylark Airport. The Skylark Airport is a private airport that is the hub for air sports in Lake Elsinore and accommodates organizations that utilize the airport for plane use, glider flights, and skydiving. The runway surface at Skylark Airport consists of gravel and sand; as such, this surface generally does not permit optimal conditions for frequent and convenient airport operations. The proposed Project site is not within the Skylark Airport Influence Area as depicted in Figure 2.7 – Airport Influence Areas of the City's General Plan and as such does not need to be evaluated for consistency with continued operations at the airport. Thus, the proposed Project will not expose people residing or working in the project area to excessive noise levels. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; General Plan Figure 2.7 – Airport Influence Areas; Google Earth)

XIII. POPULATION AND HOUSING

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Less than Significant Impact)

The proposed Project consists of the construction of an approximately 65,803 square foot commercial center, which may directly induce growth through the addition of new businesses. The population is expected to increase from approximately 38,185 in the City in 2005 to 318,856 in the City and its sphere of influence in 2030. Residents who work within Lake Elsinore are primarily employed in services positions, manufacturing businesses, construction, and retail trade. The proposed Project will provide employment opportunities for City residents. Additionally, the proposed Project is consistent with the General Commercial land use designation contained in the City's General Plan which provides for an estimated 19,420,687 square feet of commercial uses. The prosed Project comprises approximately 0.3 percent of the City's planned commercial uses. The Project is also considered infill development and is consistent with surrounding uses. For these reasons, impacts to population growth will be less than significant.

The proposed Project will include off-site road improvements include adding one (1) Colliers northbound through lane and two (2) Colliers northbound right turning lanes. In addition, two (2) additional eastbound lanes along Central will be installed. Both Collier and Central Avenues will be fully improved with new gutters, curb, sidewalk, and light standards. The Project will also include the installation of a new bus stop along Collier Avenue approximately 500 feet south of Central Avenue. The extension of roads and other infrastructure may indirectly induce population growth. However, any indirect population growth caused by the Project's road and transit improvements will be minimal, and will not substantially induce population growth.

Thus, the proposed Project will not induce substantial population growth, either directly or indirectly. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan LU Map; Project Description)

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Less than Significant Impact)

The proposed Project involves the construction of an approximately 65,803 square foot commercial center and includes the demolition of an existing vacant single-family residential structure on-site. The remainder of the approximately 7.25 acre Project site is currently undeveloped. Additionally, the proposed Project site is zoned for general commercial use and has a general plan land use designation of General Commercial; and not residential use. Furthermore, the Project is bounded by commercial uses to the north, undeveloped land to south, and Interstate 15 (I-15) and business park uses to the east and west, respectively. As such, the development of commercial uses on-site would not result in the displacement of substantial numbers of existing housing, which could necessitate the construction of replacement housing elsewhere. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Project Description; Zoning Map)

c) Displace substantial numbers of people, necessitating the construction of replacement housing

elsewhere? (Less than Significant Impact)

The proposed Project involves the construction of an approximately 65,803 square foot commercial center and includes the demolition of an existing vacant single-family residence on-site. The existing residential is vacant and the remainder of the approximately 7.25 acre site is currently undeveloped. Thus, the proposed Project will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Project Description)

XIV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection? (Less than Significant Impact)

The City contracts for fire services from the Riverside County Fire Department and the California Department of Forestry and Fire Protection (CalFire). The nearest fire station is Station #97, located approximately 1.1 miles northeast of the Project site as shown on Figure 3.14-1 of the General Plan EIR. The fire department currently serves the exiting parcel; therefore the construction of the proposed Project will not represent a significant increase in the number of developments requiring service.

Additionally, Chapter 16.74 of the City of Lake Elsinore Municipal Code establishes a program for the adoption and administration of development impact fees by the City for the benefit of the citizens whereby as a condition to the issuance of a building permit or certificate of occupancy by the City the property owner or land developer will be required to pay development impact fees or provide other consideration to the City for the purpose of defraying the costs of public expenditures for capital improvements (and operational services to the extent allowed by law) which will benefit such new development. Section 16.74.049 includes a "Fire facilities fee" to mitigate the additional burdens created by new development for City fire facilities.

Since the proposed Project does not propose new housing, any impacts will be considered incremental and can be offset through the payment of the appropriate development impact fees. The proposed Project will also be required to comply with all applicable fire code requirements for construction and access to the site and as such, will be reviewed by the City Fire Department to determine the specific fire requirements applicable to ensure compliance with these requirements. Thus, the proposed Project will not result in substantial adverse physical impacts related to fire protection. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR Figure 3.14-1 – Police and Fire Stations; Google Earth; LEMC)

b) Police protection? (Less than Significant Impact)

Police protection services are provided by the Lake Elsinore Police Department (LEPD) under contract by the Riverside County Sheriff's Department (RCSD). The Lake Elsinore Police Department/Sheriff's Station is located at 333 Limited Avenue, approximately 1.56 miles southwest of the proposed Project site. Chapter

16.74 of the City's Municipal Code establishes a program for the adoption and administration of development impact fees by the City for the purpose of defraying the costs of public expenditures for capital improvements (and operational services to the extent allowed by law) which will benefit such new development. The Project will participate in this development impact fee program to mitigate impacts to police protection resources. Any potential impacts would be considered incremental and can be offset through the payment of the development impact fee. Thus, the proposed Project will not result in substantial adverse physical impacts related to police protection. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR Figure 3.14-1 – Police and Fire Stations; Google Earth; LEMC)

c) Schools? (Less than Significant Impact)

The proposed Project site is located within the Lake Elsinore Unified School District (LEUSD) which serves most of the City of Lake Elsinore, all of the cities of Canyon Lake and Wildomar, and a portion of unincorporated Riverside County as shown in Figure 3.14-3 of the General Plan EIR. The Project would be required to pay school impact fees as levied by the LEUSD, which would provide funding for school facilities. Since the proposed Project does not propose new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate development impact fees. Thus, the proposed Project will not result in substantial adverse physical impacts related to schools. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR Figure 3.14-3 – Schools and District Boundaries)

d) Parks? (Less than Significant Impact)

Since the proposed Project does not propose residential uses, a direct increase in park uses is not expected as a result of Project implementation. Indirect impacts to park facilities from commercial development would be the occasional use of a park during a lunch or dinner break.

Section 16.34.060 in Chapter 16.34 (Required Improvements) for the City's Municipal Code requires that prior to the issuance of a building permit, the applicant pay fees for the purposes set forth in that section. Paragraph D of Section 16.34.060 describes the City's Park Capital Improvement Fund and describes that the City Council has the option to request dedication for park purposes or in lieu thereof, request that the applicant pay a fee for the purpose of purchasing the land and developing and maintaining the City park system.

As is consistent with all commercial projects, the proposed Project would be required to pay park fees to the City for the purpose of establishing, improving and maintaining park land within the City. Since the proposed Project does not propose new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate park fees. Thus, the proposed Project will not result in substantial adverse physical impacts related to parks. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; LEMC)

e) Other public services/facilities? (Less than Significant Impact)

The City of Lake Elsinore is part of the Riverside County Library System. The nearest City of Lake Elsinore library to the project site is the Lake Elsinore Branch Library at 600 West Graham Avenue, approximately 1.42 miles south of the Project site. Section 16.34.060 in Chapter 16.34 (Required Improvements) of the City's Municipal Code requires that prior to the issuance of a building permit, the applicant pay fees for the purposes set forth in that section. Paragraph B of Section 16.34.060 describes the City's Library Mitigation Fee and states that an in-lieu fee for future construction of library improvements shall be paid to the City to assure the necessary library facilities are provided the community. Since the proposed Project does not propose new housing, any impacts will be considered incremental and can be offset through the payment of the appropriate library mitigation fees. Therefore impacts related to libraries are less than significant.

Chapter 16.74 of the City's Municipal Code establishes a program for the adoption and administration of development impact fees by the City for the purpose of defraying the costs of public expenditures for capital improvements (and operational services to the extent allowed by law) which will benefit such new development. Section 16.74.048 includes an "Animal shelter facilities fee" to mitigate the additional burdens created by new development for animal facilities. In addition, the proposed Project will be required to pay City Hall & Public Works fees, Community Center Fees, and Marina Facilities Fees prior to the issuance of building permits. Therefore, any impacts related to other public services and facilities are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; Google Earth; LEMC)

XV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Less than Significant Impact)

The City of Lake Elsinore Parks and Recreation Master Plan 2008 – 2030 establishes a goal of providing five acres of park space per 1,000 residents. The project does not propose elements (e.g., residential development) that would result in substantial increased demands for neighborhood or regional parks or other recreational facilities. Indirect impacts to park facilities from commercial development would be the occasional use of a park during a lunch or dinner break. As shown on Figure 3.15-1 – Parks of the General Plan EIR, there are no parks located within a half mile of the proposed Project site. Therefore, it is unlikely that the proposed Project would increase the use of existing parks. As described in Item XIV.d above, the proposed Project would be required to pay park fees to the City for the purpose of establishing, improving and maintaining park land within the City. Since the proposed Project does not propose new housing, any impacts will be considered incremental and can be offset through the payment of the appropriate park fees. Thus, the proposed Project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR Figure 3.15-1 – Parks)

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Less than Significant Impact)

The proposed Project involves the construction of an approximately 65,803 square foot commercial center and

that does not include recreational facilities. As presented in Items XIV.d and XV.a above, the proposed Project will be required to pay park fees to the City for the purpose of establishing, improving and maintaining park land within the City. Thus, the proposed Project does not include recreational facilities and does not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; Project Description)

XVI. TRANSPORTATION/TRAFFIC

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (Less than Significant with Mitigation Incorporated)

A *Traffic Impact Analysis* (TIA) dated February 2017 was prepared for the Project by RK Engineering to evaluate the proposed Project's impacts on traffic. Based on the analysis in the TIA, after accounting for the applicable pass-by adjustments, the proposed Project is projected to generate approximately 7,269 net trip-ends per day with 319 net total vehicles per hour during the AM peak hour and 297 net total vehicles per hour during the PM peak hour.

The TIA evaluated the following study scenarios consistent with the City of Lake Elsinore requirements for evaluation of potential traffic impacts:

- Existing Conditions; (E)
- Existing Plus Project Conditions; (E+P)
- Existing Plus Ambient Growth Plus Proposed Project(E+A+P); and
- Cumulative Conditions (E+A+P+C).

Intersections

An Intersection peak hour Level of Service (LOS) analysis was conducted at the following twelve (12) study locations including the Project full access driveways:

1. Gunnerson St-Strickland Ave (NS) / Riverside Dr (SR-74) (EW)
2. Collier Ave (NS) / Riverside Dr (SR-74) (EW)
3. Collier Ave (NS) / Central Ave (SR-74) (EW)
4. Collier Ave (NS) / Crane St-Project Access (EW)
5. Collier Ave (NS) / Chaney St (EW)
6. Collier Ave (NS) / North Spring St (EW)
7. I-15 SB Ramps (NS) / Central Ave (SR-74) (EW)
8. I-15 NB Ramps (NS) / Central Ave (SR-74) (EW)
9. Dexter Ave (NS) / Central Ave (SR-74) (EW)
10. Cambern Ave (NS) / Central Ave (SR-74) (EW)
11. Rosetta Canyon Dr (NS) / Central Ave (SR-74) (EW)
12. Collier Ave (NS) / Project Access (EW)

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection.

The methodology utilized to assess the operation of the study area intersections was the 2000 Highway Capacity Manual (HCM 2000), consistent with City of Lake Elsinore and Caltrans requirements. The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted. The *2000 HCM* analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding ranges of stopped delay experienced per vehicle for signalized and unsignalized intersections.

For signalized intersections, average control delay per vehicle is used to determine the level of service. For all way stop controlled intersections, the level of service is also determined based on the average control delay per vehicle. For intersections with stop control on the minor street only, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street, and the level of service is determined based on the worst individual movements or movements sharing a single lane. The intersection Level of Service analysis utilizes the following analysis parameters consistent with the City of Lake Elsinore requirements for evaluation of potential traffic impacts:

- *Ideal Flow Rate* - Ideal flow value of 1,900 vehicles per lane per hour for all lanes.
- *Lost Time* - A lost time of four (4) seconds per phase was utilized.
- *Minimum Green Time* - A minimum green time of 7 seconds was utilized.

Intersections (Existing Condition)

Currently, all of the study area intersections operate at an acceptable LOS (LOS D or better), except for the following:

1. Gunnerson St-Strickland Ave (NS) / Riverside Dr (SR-74) (EW) (Both AM and PM Peak hours)
5. Collier Ave (NS) / Chaney St (EW) (AM Peak hour only)
9. Dexter Ave (NS) / Central Ave (SR-74) (EW) (Both AM and PM Peak hours)

Implementation of the following circulation system modifications are planned as part of the proposed Project:

- At the intersection of Collier Avenue/Central Avenue (SR-74), the northbound Collier Avenue approach will be widened from one left-turn lane, one through lane, and one right-turn lane with right-turn overlap phasing to one left-turn lane, two through lanes, and two right-turn lanes with right-turn overlap phasing.
- Modification/widening of the eastbound Central Avenue (SR-74) from Collier Avenue to I-15 Southbound Ramps from two and three through lanes to consist of four through lanes.

Intersections (E+P)

With the inclusion of Project traffic, implementation of the following intersections will continue to operate at an unacceptable LOS:

1. Gunnerson St-Strickland Ave (NS) / Riverside Dr (SR-74) (EW) (Both AM and PM Peak hours)
5. Collier Ave (NS) / Chaney St (EW) (AM Peak hour only)

However, with implementation of mitigation measure **MM Trans 1** and **MM Trans 2**, impacts to the Existing plus Project condition will be reduced to less than significant.

Intersections (E+A+P)

In the E+A+P condition, all of the study area intersections are anticipated to operate at an acceptable LOS (LOS D or better), except for the following:

1. Gunnerson St-Strickland Ave (NS) / Riverside Dr (SR-74) (EW) (Both AM and PM Peak hours)
4. Collier Ave (NS) / Crane Street (EW) (Both AM and PM Peak hours)

5. Collier Ave (NS) / Chaney St (EW) (Both AM Peak and PM hour)

However, with implementation of mitigation measure **MM Trans 1** through **MM Trans 3**, impacts to the Project Completion Condition will be reduced to less than significant.

Intersections (E+A+P+C)
In the Cumulative Condition, all of the study area intersections are anticipated to operate at an acceptable LOS (LOS D or better), except for the following:

1. Gunnerson St-Strickland Ave (NS) / Riverside Dr (SR-74) (EW) (Both AM and PM Peak hours)
4. Collier Ave (NS) / Crane Street (EW) (Both AM and PM Peak hours)
5. Collier Ave (NS) / Chaney St (EW) (AM Peak hour only)
9. Dexter Ave (NS) / Central Ave (SR-74) (EW) (PM Peak hour only)

However, with implementation of mitigation measure **MM Trans 1** through **MM Trans 4**, impacts to Cumulative Condition will be reduced to less than significant.

Roadway Segments
Level of service (LOS) is commonly used as a qualitative description of roadway segment operation and is based on the daily capacity of the roadway segment and the daily volume of traffic using the roadway segment. Study roadway segment LOS and operation is evaluated utilizing the volume to capacity (v/c) methodology. The level of service is determined based on the numerical ratio obtained by dividing the daily traffic volume of the roadway segment by its daily capacity identified by the General Plan Circulation Element for the corresponding roadway classification. The V/C ratio methodology describes the operation of a roadway segment using a range of LOS from LOS A to LOS F.

Roadway segment LOS analysis was conducted at the following seven (7) study roadway segments:

1. Collier Avenue from Riverside Drive to Central Avenue (SR-74);
2. Collier Avenue from Central Avenue to Crane Street;
3. Collier Avenue from Crane Street to Chaney Street;
4. Collier Avenue from Chaney Street to North Spring Street;
5. Central Avenue (SR-74) from Collier Avenue to I-15 Southbound Ramps;
6. Central Avenue (SR-74) from I-15 Southbound Ramps to I-15 Northbound Ramps; and
7. Central Avenue (SR-74) from I-15 Northbound Ramps to Dexter Avenue.

All of the study area roadway segments are currently operating at an acceptable LOS (LOS D or better and are forecast to continue to operate at an acceptable LOS (LOS D or better) for all of the analysis scenarios evaluated as part of the TIA with the exception of the following three study roadway segments which are forecast to operate at a deficient LOS (LOS E or worse) under Cumulative Conditions:

1. Collier Avenue from Riverside Drive to Central Avenue (SR-74);
6. Central Avenue (SR-74) from I-15 Southbound Ramps to I-15 Northbound Ramps; and
7. Central Avenue (SR-74) from I-15 Northbound Ramps to Dexter Avenue.

However, with implementation of mitigation measures **MM Trans 5** through **MM Trans 7**, impacts will be reduced to less than significant.

Freeway Segment
Caltrans advocates the use of HCM analysis methodology to analyze the operation of freeway segments and facilities. HCM analysis methodology describes the operation of freeway mainline segment facilities using a range of LOS from LOS A to LOS F based on corresponding density (passenger cars/mile/lane).

Freeway segment peak hour LOS analysis was performed at the following four (4) study segments:

1. Northbound I-15 north of Central Avenue (SR-74);
2. Northbound I-15 south of Central Avenue (SR-74);
3. Southbound I-15 north of Central Avenue (SR-74); and
4. Southbound I-15 south of Central Avenue (SR-74).

The study area freeway segments are currently operating at an acceptable LOS (LOS D or better) and are forecasted to continue to operate at an acceptable LOS for all future analysis scenarios evaluated. Thus, impacts to freeway segments area less than significant.

Freeway Ramp Merge/Diverge
Caltrans advocates the use of HCM analysis methodology to analyze the operation of freeway ramps and facilities. HCM analysis methodology describes the operation of freeway mainline segment facilities using a range of LOS from LOS A to LOS F based on corresponding density (passenger cars/mile/lane).
Freeway ramp merge/diverge peak hour LOS analysis was conducted at the following four (4) study locations:

1. I-15 Northbound On-Ramp from Central Avenue (SR-74);
2. I-15 Northbound Off-Ramp at Central Avenue (SR-74);
3. I-15 Southbound Off-Ramp at Central Avenue (SR-74); and
4. I-15 Southbound On-Ramp from Central Avenue (SR-74).

The study freeway ramps are currently operating at an acceptable LOS (LOS D or better) and are forecast to continue to operate at an acceptable LOS for all future analysis scenarios evaluated as part of this study with the exception of the following ramp merge/diverge in both the E+A+P and Cumulative scenarios which is forecast to operate at a deficient LOS (LOS E or worse):

4. I-15 SB On-Ramp from Central Avenue (SR-74)

However, the Transportation Concept Report for the I-15 Freeway in the vicinity of the Central Avenue (SR-74) interchange, this section of the freeway is planned to be widened from its current configuration as three (3) mixed-flow lanes in each direction of travel to consist of the following:

- Three (3) mixed flow lanes and one (1) HOV lane in each direction travel south of the Central Avenue (SR-74) interchange; and
- Four (4) mixed flow lanes and one (2) HOT lane in each direction travel north of the Central Avenue (SR-74) interchange.

Also, Caltrans currently has plans to increase the I-15 / Central Avenue (SR-74) interchange capacity by reconstructing the interchange as a Type L-9. Upon implementation of these improvements, the I-15 SB On-Ramp from Central Avenue (SR-74) study freeway ramp is expected to operate at an acceptable level. With implementation of mitigation measure **MM Trans 8** requiring the projects contribution to regional funding mechanisms and fair share contributions, impacts in the cumulative condition will be less than significant.

Further implementation of mitigation measure **MM Trans 9** and **MM Trans 10** will ensure that on-site and area circulation is adequate for the proposed Project and that adequate sight distance is provided at each project access location. Therefore, impacts related to conflict with an applicable plan, ordinance or policy establishing

measures of effectiveness for the performance of the circulation system are less than significant with mitigation incorporated.

Mitigation Measures:

Intersection Improvements

MM Trans 1: ***Int 1 – Gunnerson Street-Strickland Avenue / Riverside Drive (SR-74).*** Prior to the issuance of occupancy permits, the Project applicant shall make a fair share contribution to implement the following:

a) Signalize the intersection.

b) Restripe the northbound Strickland Avenue approach from one shared left-turn/through lane and one right-turn lane to consist of one shared left-turn/through//right-turn lane.

c) Restripe the southbound Gunnerson Street approach from one shared left-turn/through lane and one right-turn lane to consist of one shared left-turn/through//right-turn lane.

MM Trans 2: ***Int 5 – Collier Avenue / Chaney Street.*** Prior to the issuance of occupancy permits, the Project applicant shall make a fair share contribution to implement the following:

a) Signalize the intersection.

MM Trans 3: ***Int 4 – Collier Avenue / Crane Street.*** Prior to the issuance of occupancy permits, the Project applicant shall make a fair share contribution to implement the following:

a) Signalize the intersection.

MM Trans 4: ***Int 9 – Dexter Avenue / Central Avenue (SR-74).*** Prior to the issuance of occupancy permits, the project applicant shall make a fair share contribution to implement the following:

a) Modify the eastbound Central Avenue (SR-74) approach from one left-turn lane, three through lanes and one right-turn lane to consist of one left-turn lane, two through lanes, one shared through/right-turn lanes and one right-turn lane.

Roadway Improvements

MM Trans 5: ***Segment 1 – Collier Avenue from Riverside Drive to Central Avenue (SR-74).*** Prior to the issuance of occupancy permits, the Project applicant shall make a fair share contribution to implement the following:

a) Widen the roadway segment from four-lanes to its ultimate classification as a six-lane urban arterial.

MM Trans 6: ***Segment 6 –Central Avenue (SR-74) from I-15 Southbound Ramps to I-15 Northbound Ramps.*** Prior to the issuance of occupancy permits, the Project applicant shall make a fair share contribution to implement the following:

a) Widen the roadway segment from six-lanes to its ultimate classification as an eight-lane augmented urban arterial.

MM Trans 7: ***Segment 7 –Central Avenue (SR-74) from I-15 Northbound Ramps to Dexter Avenue.*** Prior to the issuance of occupancy permits, the Project applicant shall make a fair share contribution to implement the following:

a) Widen the roadway segment from six-lanes to its ultimate classification as an eight-lane augmented urban arterial.

MM Trans 8: ***Regional Funding Mechanisms and Fair-Share Intersection Contribution.*** Prior to the issuance of occupancy permits, the Project shall participate in any approved transportation or development impact fees, such as TUMF fees, required by the County of Riverside. The Project shall also contribute a fair-share percentage for roadway improvements, required to meet City of Lake Elsinore and Caltrans Level of Service standards. The Project's fair-share traffic contribution represents the Project's traffic contribution at each study area intersection as a percentage of the overall growth in traffic for both Project Completion Conditions and Cumulative Conditions.

MM Trans 9: ***Area Wide Circulation.*** Prior to the issuance of occupancy permits, the Project shall implement area wide circulation recommendations as follows:

a) Contribute towards the fair-share of implementing the identified feasible mitigation measures required to achieve acceptable operations.
b) Complete half-section street improvements for Collier Avenue and Central Avenue (SR-74), adjacent to the site.
c) Roadways in the area should be built out as planned in the City of Lake Elsinore Circulation Element as development occurs.
d) Traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

MM Trans 10: ***On-site Circulation.*** Prior to the issuance of building permits, the Project shall implement all on-site circulation recommendations as shown in Exhibit 12-2 of the TIA:

a) Construct an on-site circulation system per the detailed site plan. Install stop signs, stop bars, and stop legends at all project access points.
b) Restrict Project Access along Central Avenue (SR-74) to be right-in/right-out only. Install "No Left Turn" signage.
c) Restrict Project Access along Collier Avenue between Central Avenue (SR-74) and Crane Street to be left-in/right-in/right-out only. Install "No Left Turn" signage.

(Sources: TIA)

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Less than Significant Impact with Mitigation Incorporated)

Each county in California is required to develop a Congestion Management Program (CMP) that analyzes at the links between land use, transportation and air quality. The Riverside County Transportation Commission (RCTC) is the County of Riverside's Congestion Management Agency. The RCTC prepares and periodically updates the County's CMP to meet federal Congestion Management System guidelines and state CMP legislation.

According to Table 2-1-CMP System of Highways and Roadways, in the 2011 Riverside County Congestion Management Program, the RCTC has defined the CMP roadway system in Lake Elsinore to be State Route 74 (SR-74) and Interstate 15 (I-15). All local jurisdictions are responsible for determining the impacts of local development/land use decisions on the CMP roadway system. RCTC requires local agencies whose developments impact the CMP system by causing the Level of Service (LOS) on a non-exempt segment to fall to "F" to prepare deficiency plans.

As described in Item XVI.a above, I-15 freeway segments are currently operating at an acceptable LOS (LOS D or better) and are forecasted to continue to operate at an acceptable LOS for all future analysis scenarios evaluated as part of the TIA. I-15 freeway ramps are currently operating at an acceptable LOS (LOS D or better) and are forecast to continue to operate at an acceptable LOS for all future analysis scenarios evaluated as part of this Project with the exception of the I-15 SB On-Ramp from Central Avenue (SR-74) which is forecast to operate at a deficient LOS (LOS E or worse) in the E+A+P and Cumulative Condition Scenarios. As discussed in Item XVI.a above, planned regional improvements will result in operation at an acceptable level. As the project will be required to contribute to regional funding mechanisms and fairshare contributions towards these planned improvements through implementation of mitigation measure **MM Trans 8** and area wide improvements through implementation of mitigation measure **MM Trans 9**, impacts will be less than significant. Further, implementation of mitigation measures **MM Trans 1, MM Trans 4, MM Trans 5, MM Trans 6, MM Trans 7** and **MM Trans 10** will reduce project related impacts ensuring the overall impacts are less than significant. Therefore, with incorporation of mitigation measures, the proposed Project will have a less than significant impact.

Mitigation Measures:

MM Trans 1: ***Int 1 – Gunnerson Street-Strickland Avenue / Riverside Drive (SR-74).*** Described in Item XVI.a above.

MM Trans 4: ***Int 9 – Dexter Avenue / Central Avenue (SR-74).*** Described in Item XVI.a above.

MM Trans 5: ***Segment 1 – Collier Avenue from Riverside Drive to Central Avenue (SR-74).*** Described in Item XVI.a above.

MM Trans 6: ***Segment 6 –Central Avenue (SR-74) from I-15 Southbound Ramps to I-15 Northbound Ramps.*** Described in Item XVI.a above.

MM Trans 7: ***Segment 7 –Central Avenue (SR-74) from I-15 Northbound Ramps to Dexter Avenue.*** Described in Item XVI.a above.

MM Trans 8: ***Regional Funding Mechanisms and Fair-Share Intersection Contribution.*** P Described in Item XVI.a above.

MM Trans 9: ***Area Wide Circulation.*** Described in Item XVI.a above.

MM Trans 10: ***On-site Circulation.*** Described in Item XVI.a above.

(Sources: General Plan EIR; RCTC CMP; TIA)

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? <u>(No Impact)</u>

The Project is not located within an airport influence area and will not change air traffic patterns, increase air traffic levels or change the location of air traffic patterns. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections)

or incompatible uses (e.g. farm equipment)? (Less than Significant with Mitigation Incorporated)

The proposed Project does not propose any design features that would increase traffic hazards. The Project is consistent with the on-site and surrounding zoning designations, and implementation of the Project will not introduce incompatible uses to the Project Area. Implementation of mitigation measure **MM Trans 10** related to on-site circulation and **MM Trans 11** related to safety and operational improvements will ensure that adequate sight distance is provided at each project access location. Thus, proposed Project will not substantially increase hazards due to a design feature or incompatible uses. Therefore, impacts are less than significant with mitigation.

Mitigation Measures:
MM Trans 10: On-site Circulation. Described in Item XVI.a. above.

MM Trans 11: ***Safety and Operational Improvements.*** Prior to the issuance of building permits, the Project shall provide adequate sight distance at each project access location as shown on building plans and specifications.

a) The minimum required sight distance should be provided at all access points.
b) A limited use area is maintained where a clear line of sight can be established.
c) The limited use area shall be used for the purpose of prohibiting or clearing obstructions to maintain adequate sight distance at intersections.
d) Limited use area to be kept clear of all obstructions over 30 inches high, including vegetation.
e) No trees, walls, or any obstructions shall be allowed in the limited use area.
f) The toe of the slope shall not encroach into the limited use area.

(Sources: General Plan EIR; TIA; Zoning Map)

e) Result in inadequate emergency access? (Less than Significant Impact)

The proposed Project will include three access points: (1) one-right-in/right-out on Central Avenue (SR-74); (2) one left-in/right-in/right-out access on Collier Avenue with a left-turn in access restricted through construction of a raised center median along Collier; and (3) one full access location at the existing Collier Avenue/Crane Street intersection. The proposed Project is required to comply with the City's development review process including review for compliance with the all applicable fire code requirements for construction and access to the site. The Project will be reviewed by the City Fire Department to determine the specific fire requirements applicable to the Project and to ensure compliance with these requirements. This will ensure that the proposed Project would provide adequate emergency access to and from the site. Further, the City Engineer and the City Fire Department will review any modifications to existing roadways to ensure that adequate emergency access or emergency response would be maintained. Thus, implementation of the proposed Project will not result in inadequate emergency access. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Less than Significant with Mitigation Incorporated)

According to Figure 3.4-25 of the General Plan EIR, a Class II bikeway is proposed along Collier Avenue. Development of the proposed Project will include short- and long-term bicycle parking consistent with

CalGreen standards. Improvements related to safety contained in mitigation measure **MM Trans 11** will ensure that adequate sight distance is provided at each project access location which will support Project compatibility with bicycle traffic.

In addition, the Riverside Transit Agency (RTA) provides public bus service to the City. RTA bus Routes 7 and 22 operate within the vicinity of the Project site. Additionally, the Project will include the installation of a new bus stop along Collier Avenue approximately 500 feet south of Central Avenue. Thus, the proposed Project will support the use of alternative transportation methods and will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities with implementation of **MM Trans 11**. Therefore, impacts are less than significant with mitigation incorporated.

Mitigation Measures:

MM Trans 11: ***Safety and Operational Improvements.*** Described in Item XVI.d above.

(Sources: AQ/GHG; Project Description; General Plan EIR Figure 3.4-25 – Proposed Bikeways; TIA)

XVII. UTILITIES AND SERVICE SYSTEMS

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Less than Significant Impact)

The SARWQCB sets water quality standards for all ground and surface waters within the Project's region. Wastewater conveyance and treatment for the proposed Project will be provided by the Elsinore Valley Municipal Water District (EVMWD). The District's Wastewater Master Plan provides a long-range assessment of existing and future wastewater generation for its service area, which includes the City, and a capital improvements plan describing proposed improvements programs designed to address future wastewater collection system demands. In developing its Wastewater Master Plan, EVMWD used a 2030 service area population, household and employment projections.

The development of the Project is not expected to create any exceedances in wastewater treatment standards. While the Project will contribute an additional increment of wastewater flow to EVMWD's wastewater treatment facilities, the Project will also contribute connection fees to address infrastructure impacts and monthly service charges to address operational impacts. Thus, the proposed Project is not anticipated to exceed wastewater treatment requirements of the applicable Santa Ana Regional Water Quality Control Board. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: EVMWD; General Plan EIR)

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Identify impact conclusion as indicated on above checklist.)

Title 16 of the City's Municipal Code requires the construction of wastewater facilities as needed to serve future construction with such facilities of such size and design to adequately satisfy the sanitary sewer requirements of the development. The Project is within the service boundary for the EVMWD. EVMWD provided a letter indicating an ability to provide water and wastewater service to the Project on October 28, 2015. EVMWD also indicated that the existing 10 inch water line in Collier Avenue may need to be relocated

and that conceptual water and sewer plans should be submitted. Further, project will be required to pay all development impacts fees. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: EVMWD; General Plan EIR; LEMC)

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Identify impact conclusion as indicated on above checklist.)

The runoff from the Project is conveyed to the 3rd Street Channel and out to the Temescal Wash. The increase in peak runoff will be mitigated to a level at or below existing levels through the use of an underground detention basin and bio-retention. In addition, storm drains located within the City limits are maintained by the City as well as by the Riverside County Flood Control and Water Conservation District. Storm runoff within the City is generally intercepted by a network of City facilities and then conveyed into regional facilities. All downstream conveyance channels that will receive runoff from the Project are engineered and regularly maintained to ensure flow capacity. The project will be required to pay all required development impacts fees. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Project Description)

d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed? (Less than Significant Impact)

As described in Item XVII.b above, EVMWD provided a letter indicating an ability to provide water service to the Project on October 28, 2015. EVMWD obtains its potable water supplies from imported water from Metropolitan, local surface water from Canyon Lake, and local groundwater from the Elsinore Basin. According to EVMWD's Urban Water Management Plan (UWMP), EVMWD has determined that it has current and anticipated future supplies are sufficient to meet the projected dry-year and multiple dry-year demand. Thus, there are sufficient water supplies as well as water shortage contingency plans to protect existing and future water needs within the EVMWD service area. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: EVMWD; General Plan EIR)

e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Identify impact conclusion as indicated on above checklist.)

As described in Item XVII.b above, EVMWD provided a letter indicating an ability to provide water and wastewater service to the Project on October 28, 2015. Furthermore, the project will be required to pay development impact fees. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: EVMWD)

f) Be served by a landfill system with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Less than Significant Impact)

Riverside County Waste Management facilitates solid waste disposal services for Riverside County, and the City of Lake Elsinore contracts with CR&R for trash pickup. Solid waste generated within Lake Elsinore is transported to El Sobrante Landfill, Badlands Landfill, or Lamb Canyon Landfill. El Sobrante Landfill is expected to reach capacity by 2045. Badlands Landfill is expected to reach capacity by 2024 and Lamb Canyon Landfill by 2021. Both Badlands and Lamb Canyon Landfills have the potential to expand their facilities and capacity.

Chapter 14.12 of the City Municipal Code requires that project construction divert a minimum of 50 percent of construction and demolition debris. The Project is anticipated to divert 65 percent or more of nonhazardous construction and demolition debris generated at the site. The amount of solid waste generated by the Project is anticipated to be accommodated by these existing landfills and overall solid waste would be reduced by the provision of recycling and green waste collection. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG; General Plan EIR; LEMC)

g) Comply with federal, state, and local statutes and regulations related to solid waste? (Less than Significant Impact)

The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. As of 2006, the City achieved a 50 percent waste diversion rate. In addition, Chapter 14.12 of the City Municipal Code requires that project construction divert a minimum of 50 percent of construction and demolition debris. The Project is anticipated to divert 65 percent or more of nonhazardous construction and demolition debris generated at the site. Thus, the proposed Project will be required to comply with federal, state, and local statutes and regulations related to solid waste. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG; CalRecycle; General Plan EIR; LEMC)

V. MANDATORY FINDINGS OF SIGNIFICANCE

The following are Mandatory Findings of Significance in accordance with Section 21083 of CEQA and Section 15065 of the CEQA Guidelines.

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Less than Significant Impact with Mitigation Incorporated)

As discussed throughout the Initial Study, the proposed Project area contains some sensitive biological resources that could potentially be affected by the proposed Project. All potentially significant impacts to biological resources would be avoided or reduced to a less than significant impact with the implementation of

mitigation measures **MM Bio 1** through **MM Bio 3** identified in this initial study as well as design features and measures already incorporated into the Project.

The presence of any previously recorded or potential cultural resources was not found on the proposed Project site. Further, the site has been previously disturbed and it is highly unlikely that any cultural resources exist. However, in order to provide protection in the unlikely event that cultural resources are unearthed during Project construction, implementation of mitigation measure **MM Cult 1** will reduce potential impacts to less than significant.

Thus, the proposed Project's will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts are less than significant with mitigation incorporated.

(Sources: Above Initial Study)

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (Less than Significant Impact with Mitigation Incorporated)

As demonstrated by the analysis in this Initial Study, the proposed Project will not result in any significant environmental impacts. The Project is consistent with local and regional plans, and the Project's air quality emissions do not exceed established thresholds of significance. The Project adheres to all other land use plans and policies with jurisdiction in the Project area. With implementation of mitigation, the Project will not cause a significant increase in traffic volumes within the Project area. Therefore, the proposed Project will not have impacts that are individually limited, but cumulatively considerable and impacts will be less than significant with mitigation.

(Sources: Above Initial Study)

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Less than Significant Impact with Mitigation Incorporated)

Effects on human beings were evaluated as part of this analysis of this initial study and found to be less than significant with implementation of mitigation measures in biological resources, cultural/paleontological resources, geology and soils, hydrology & water quality, noise, and traffic. Based on the analysis and conclusions in this initial study, the proposed Project will not cause substantial adverse effects directly or indirectly to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are considered less than significant with mitigation incorporated.

(Sources: Above Initial Study)

VI. PERSONS AND ORGANIZATIONS CONSULTED

This section identifies those persons who prepared or contributed to the preparation of this document. This section is prepared in accordance with Section 15129 of the CEQA Guidelines.

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VII. REFERENCES

The following documents were used as information sources during preparation of this document. Except as noted, they are available for public review at the City of Lake Elsinore, Community Development Department, 130 South Main Street, Lake Elsinore, CA 92530, ph. (951) 674-3124.

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Bio Report	LSA Associates, *Biological Resources and MSHCP Consistency Report, Central Plaza Project, City of Lake Elsinore, Riverside County, California*, September 1, 2016. (Appendix B)
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Google Earth — Google Earth Pro 7.1.5.1557, accessed October-November, 2016.

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