



**LAKE ELSINORE HONDA
CONDITIONAL USE PERMIT No. 2017-18
TENTATIVE PARCEL MAP No. 37534 (2017-74)
COMMERCIAL DESIGN REVIEW No. 2018-02**

**INITIAL STUDY FOR
MITIGATED NEGATIVE DECLARATION No. 2018-01**

Prepared By:
CITY OF LAKE ELSINORE
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Applicant:
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JULY 2018

I. INTRODUCTION

A. PURPOSE

This document is an Initial Study for evaluation of environmental impacts resulting from implementation of Conditional Use Permit No. 2017-18; Tentative Parcel Map No. 37534 (2017-74); and Commercial Design Review No. 2018-02. 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/SOURCES 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 2011) 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. Incorporation by Reference

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 2011. 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]) 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 proposed 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 2005121019.
- The material to be incorporated in this document will include general background information (CEQA Guidelines Section 15150[f]).

3. Technical Studies

- **(Appendix A)** *Lake Elsinore Honda Project Air Quality Technical Report*, prepared by HELIX Environmental Planning, Inc., April 2018.
- **(Appendix B)** *Lake Elsinore Honda Project General Biological Resources Assessment*, prepared by HELIX Environmental Planning, Inc., April 25, 2018.
- **(Appendix C)** *Lake Elsinore Honda Project Cultural Resources Inventory*, prepared by HELIX Environmental Planning, Inc., April 2018.
- **(Appendix D)** *Geotechnical Engineering Evaluation Proposed Honda Auto Dealership*, prepared by Salem Engineering Group, Inc., April 28, 2018.
- **(Appendix E)** *Lake Elsinore Climate Action Plan (CAP) Consistency Assessment for the Lake Elsinore Honda Project (GHG)*, prepared by HELIX Environmental Planning, Inc., April 18, 2018.
- **(Appendix F)** *Phase I Environmental Site Assessment of Prospective Zamora Automotive Site Collier Avenue Lake Elsinore, California 92532*, prepared by ATC Group Services LLC, April 26, 2017.
- **(Appendix G)** *Honda Center Preliminary Hydrology Report*, prepared by David Evans and Associates Inc., April 18, 2018.
- **(Appendix H)** *Honda Center Project Specific Water Quality Management Plan*, prepared by David Evans and Associates Inc., April 18, 2018.
- **(Appendix I)** *Lake Elsinore Honda Project Acoustical Analysis Report*, prepared by HELIX Environmental Planning, Inc., April 2018.
- **(Appendix J)** *Traffic Impact Analysis – Honda Dealership – Lake Elsinore, CA*, prepared by David Evans and Associates Inc., June 19, 2018.
- **(Appendix K)** *Riverside County Map My County*, June 21, 2018.
- **(Appendix L)** *Project Plans*, March 1, 2018.
- **(Appendix M)** *EMWD Will Serve Letter*, July 6, 2018.
- **(Appendix N1)** *City AB 52 Notification Letter*.
- **(Appendix N2)** *Tribal AB 52 Response Letters*.

II. PROJECT DESCRIPTION

A. PROJECT LOCATION AND SETTING

The Project site is located on the northern side of Collier Avenue in Lake Elsinore, California and is comprised of three parcels, totaling approximately 6.97 acres in size, and known as Assessor Parcel Numbers (APNs) 377-080-053, 377-080-057, and 377-080-079. The Project site is located within Section 31, Township 5S, Range 4W as shown on the Lake Elsinore, California 7.5 minute U.S. Geologic Survey (USGS) topographic map. Reference **Figure 1, Regional Map**; **Figure 2, Vicinity Map**; **Figure 3, APN Map**; and **Figure 4, USGS Topographic Map**.

The Project site is currently vacant land, with the exception of a three-walled structure and two large billboard signs; one of the billboards was demolished as part of a City drainage improvement project and is not planned to be rebuilt. The walled structure consists of three sides constructed of concrete blocks. The purpose of the structure could not be confirmed; however, it may have been used as a loading ramp associated with a former railroad spur located nearby. A chain-link fence surrounds the northeastern, southeastern, and southwestern sides of the property.

The property is bound to the northeast by I-15, to the southeast by 3rd Street, to the southwest by Collier Avenue, and to the northwest by a currently vacant site that is in the process of constructing an extension of Crane Street. Surrounding properties are composed of vacant land, existing light industrial, and a retail commercial center currently under construction. Reference **Figure 5, Aerial Photo**.

B. PROJECT DESCRIPTION

The proposed Project, Lake Elsinore Honda, will be a new automobile sales and service facility on an undeveloped parcel at the northeast corner of 3rd Street and Collier Avenue. The building will be 53,425 square feet, and it will be single story. Reference **Figure 6, Site Plan**.

Two new driveways are proposed on Collier Avenue. The northern driveway will provide vehicular access for sales customers. The southern driveway will provide access for employee parking and deliveries.

The building architectural vocabulary is comprised of Honda's iconic architectural standard including a blue metal entry cylinder, a blue metal "Wave", off-white colored EIFS and clear glass in aluminum window framing. Reference **Figure 7, Building Elevations**.

Vehicle repair occurs within the fully enclosed air-conditioned building. Mechanical and air-conditioning equipment is roof mounted and screened from view by building parapet walls which match the architectural vocabulary.

Display and parking lot lighting will be energy efficient LED lighting with full horizontal light spill cut-off.

The dealership will be open 7 days a week as follows

- Monday through Friday: 8:30 a.m. to 9:00 p.m.;
- Saturday: 8:30 a.m. to 9:00 p.m.; and
- Sunday: 8:30 a.m. to 9:00 p.m.

The store will employ 90-110 full time employees. Morning and afternoons are busiest with customers bringing their vehicles to the site for service appointments.

The wet and dry utilities and offsite improvements will consist of water lines, sewer lines, dry utilities (including gas, cable and telephone) and offsite improvements to adjacent streets.

Construction is expected to commence in September 2018 and will last until September 2019. Construction duration and equipment used are shown in **Table 1, Construction Schedule and Equipment**.

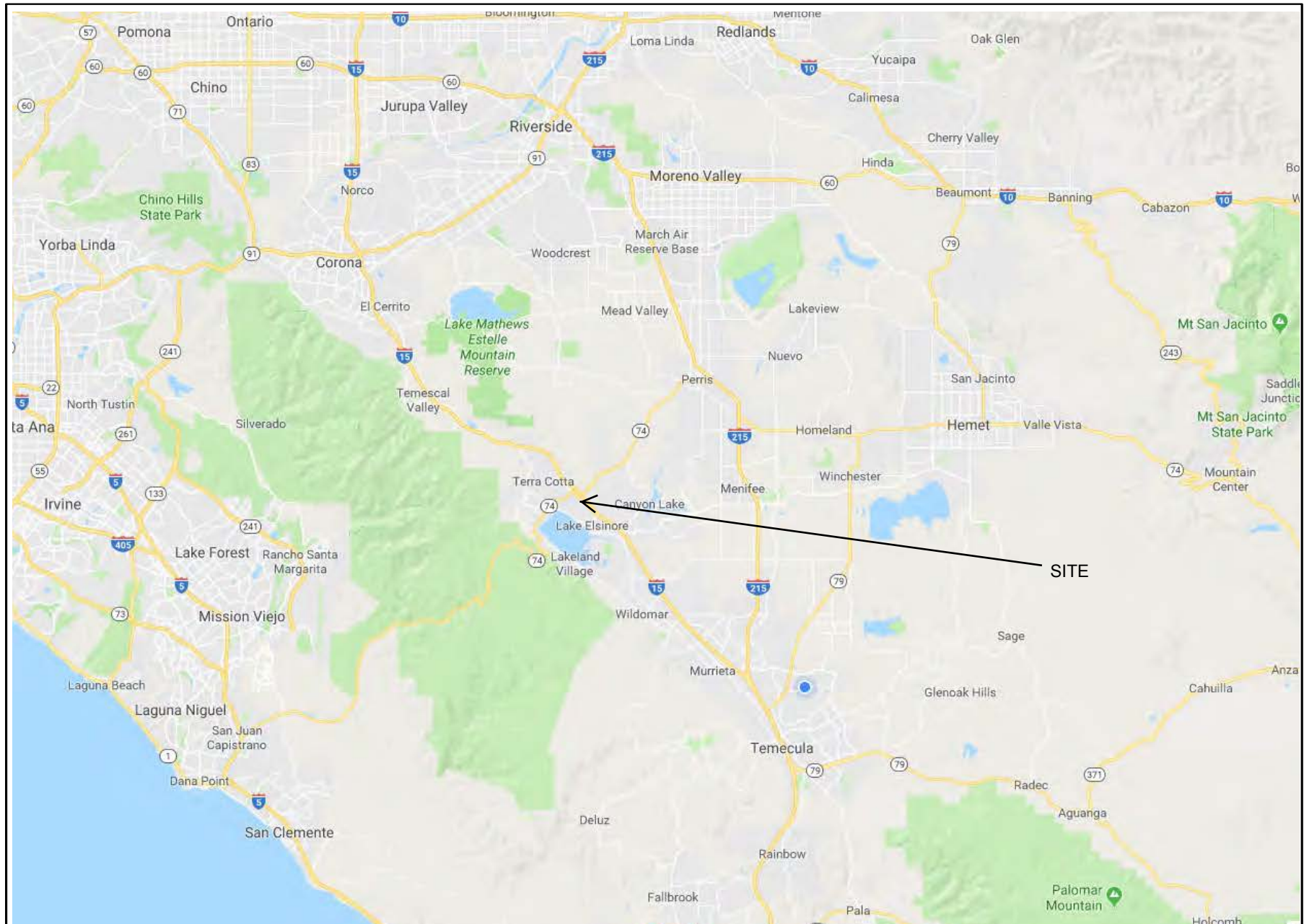
Table 1
Construction Schedule and Equipment

| Construction Phase | Length (Days) | Equipment |
|------------------------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Site Preparation | 10 | <ul style="list-style-type: none"> • 3 rubber tired dozers • 4 tractor/loader/backhoes |
| Grading | 40 | <ul style="list-style-type: none"> • 1 excavator • 1 grader • 1 rubber tired dozers • 2 scrapers • 3 tractor/loader/backhoes |
| Underground Utilities Installation | 40 | <ul style="list-style-type: none"> • 1 tractor/loader/backhoe |
| Building Construction | 140 | <ul style="list-style-type: none"> • 2 cranes • 3 forklifts • 1 generator set • 3 tractor/loader/backhoes • 1 welder |
| Paving | 20 | <ul style="list-style-type: none"> • 2 pavers • 2 paving equipment • 2 rollers |
| Architectural Coating | 12 | <ul style="list-style-type: none"> • 1 air compressor |

Source: *AQ Analysis (Appendix A)*

The quantity, duration, and the intensity of construction activity influence the amount of construction emissions and their related pollutant concentrations that occur at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecasted. If construction is delayed or occurs over a longer time period, emissions could be reduced because of (1) a more modern and cleaner-burning construction equipment fleet mix than incorporated in the CalEEMod, and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval). A complete listing of the assumptions used in the analysis and model output is provided in Appendix A of *Air Quality Technical Report*.

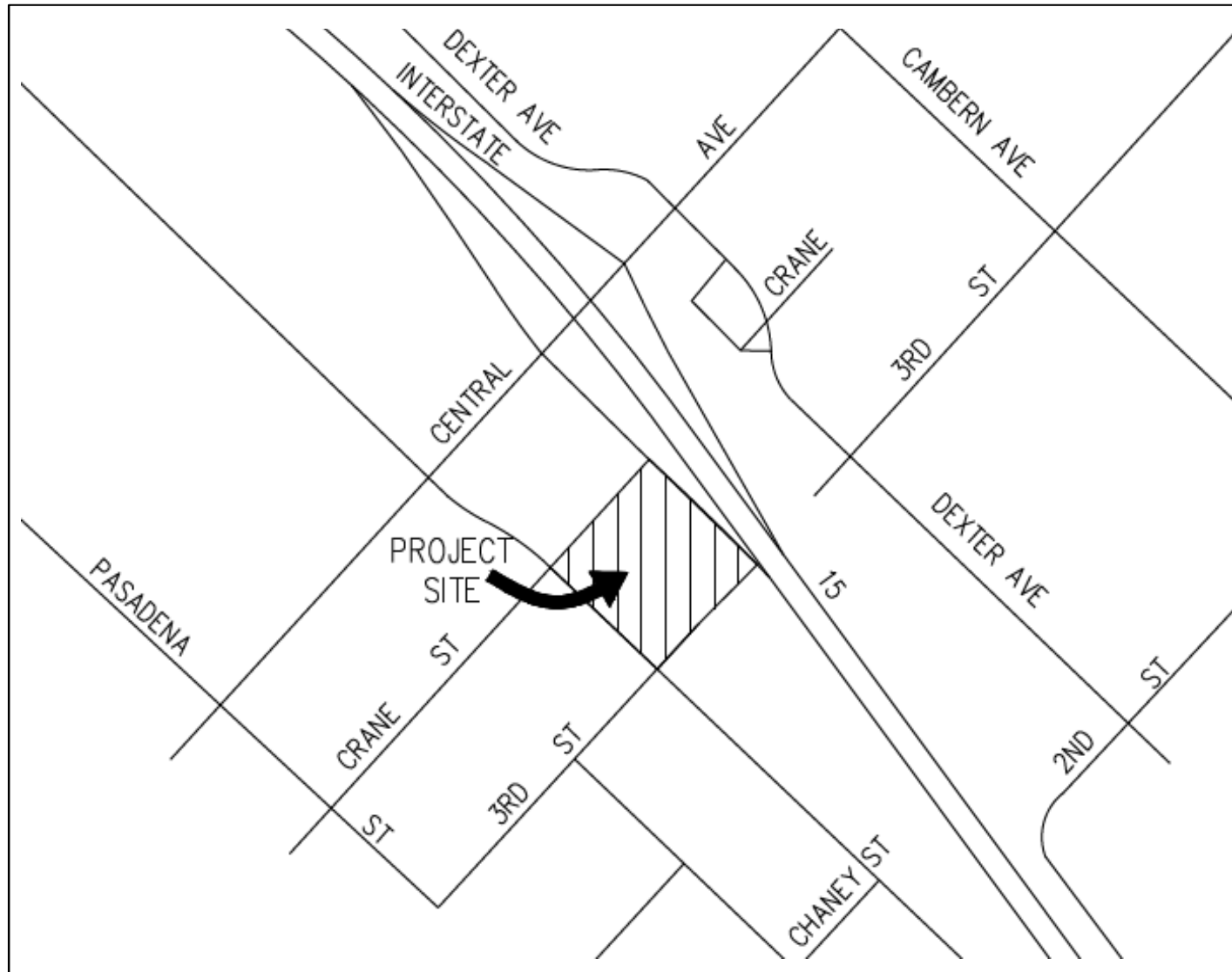
**Figure 1
Regional Map**



Source: Google Maps, March 2018



Figure 2
Vicinity Map



Source: Lake Elsinore Honda Project Plans (**Appendix L**)

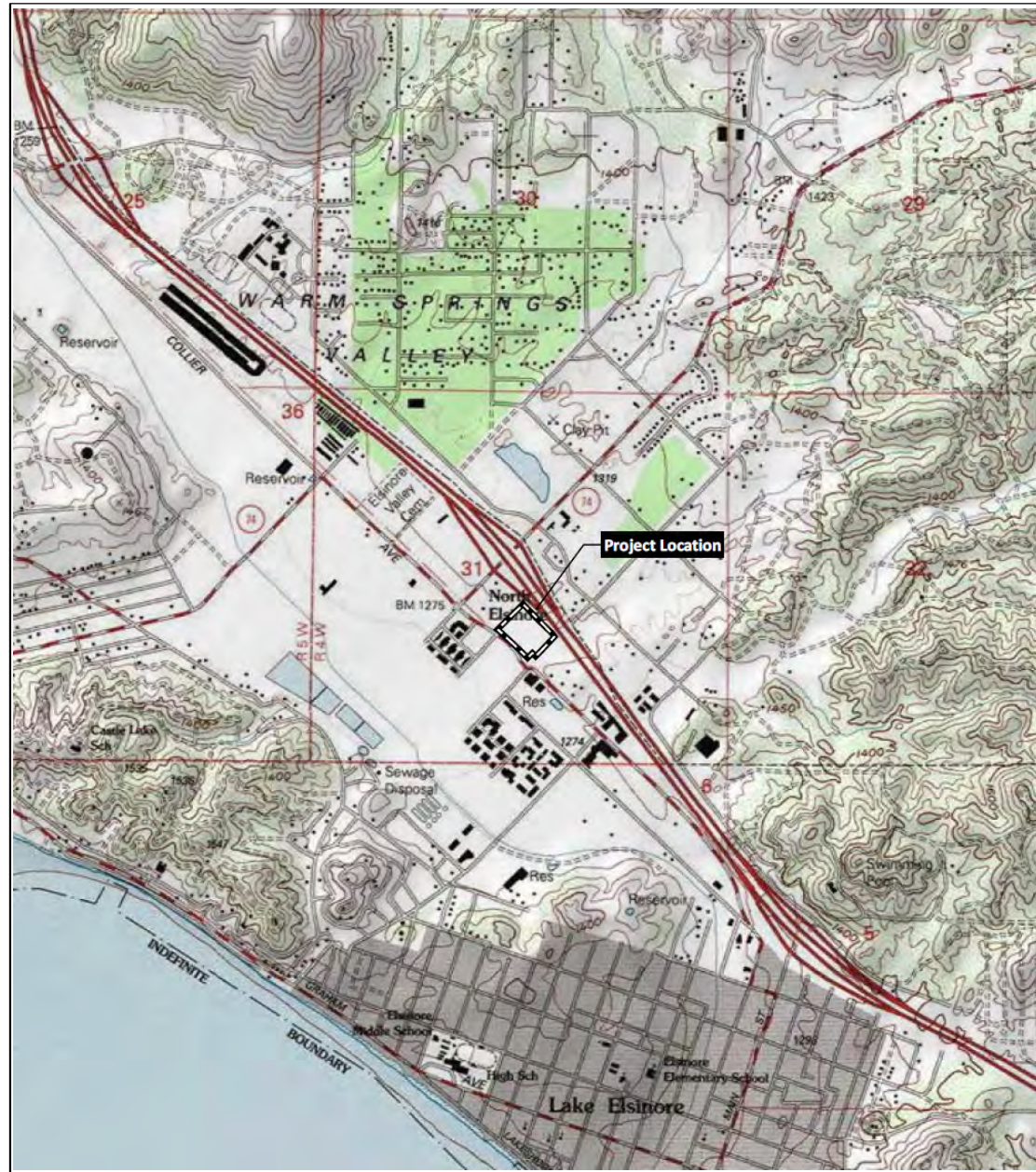
**Figure 3
APN Map**



Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public, July 2018



Figure 4
USGS Topographic Map



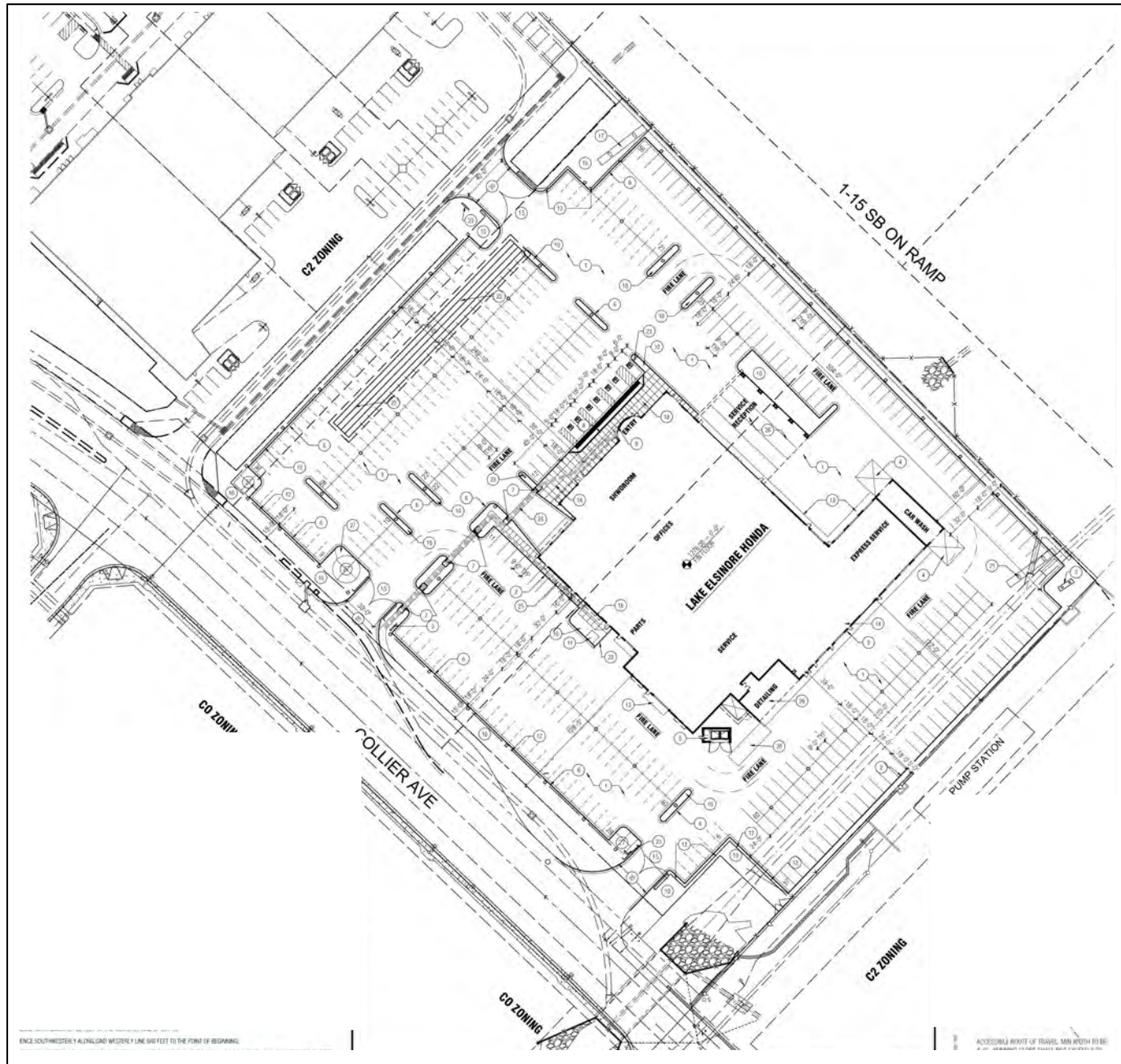
Source: Lake Elsinore Honda Cultural Resources Report (**Appendix C**)

Figure 5
Aerial Photo



Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public, July 2018

**Figure 6
Site Plan**



Source: Lake Elsinore Honda Project Plans (Appendix L)

Figure 7
Building Elevations



Source: Lake Elsinore Honda Project Plans (**Appendix L**)

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III. ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Project Title: Lake Elsinore Honda (Conditional Use Permit No. 2017-18; Tentative Parcel Map No. 37534 (2017-74); and Commercial Design Review No. 2018-02).

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: Westerly of Interstate 15, northeasterly of Collier Avenue, southeasterly of Crane Street, northwesterly of 3rd Street, City of Lake Elsinore, County of Riverside, State of California.

5. Project Sponsor's Name and Address:
SRZ Yuma, LLC, 318 Auto Center Circle, Suite E, Stockton, CA 95212

6. General Plan Designation: General Commercial. Reference **Figure 8, General Plan Land Use Map**.

7. Zoning: C2 (General Commercial). Reference **Figure 9, Zoning Map**.

8. Description of Project: The proposed Project, Lake Elsinore Honda, will be a new automobile sales and service facility on an undeveloped parcel. The building will be 53,425 square feet, and it will be single story.

9. Surrounding Land Uses and Setting:

Table 3, Surrounding Land Uses, below, lists the General Plan Land Use Designations, Zoning Classifications, and existing land uses that are located on, and immediately adjacent to, the proposed Project site.

Table 3
Surrounding Land Uses

| Direction | General Plan Land Use Designation | Zoning Classification | Existing Land Use |
|--------------|-------------------------------------------|--------------------------------------------------------|---------------------------------|
| Project Site | General Commercial | C2 (General Commercial) | Vacant |
| North | I-15, General Commercial | I-15, C2 (General Commercial) | I-15, restaurant, park and ride |
| South | Business Professional | CM (Commercial Manufacturing) | Industrial uses |
| East | I-15, General Commercial | I-15, C2 (General Commercial) | I-15, vacant |
| West | General Commercial, Business Professional | C2 (General Commercial), CM (Commercial Manufacturing) | Vacant, industrial uses |

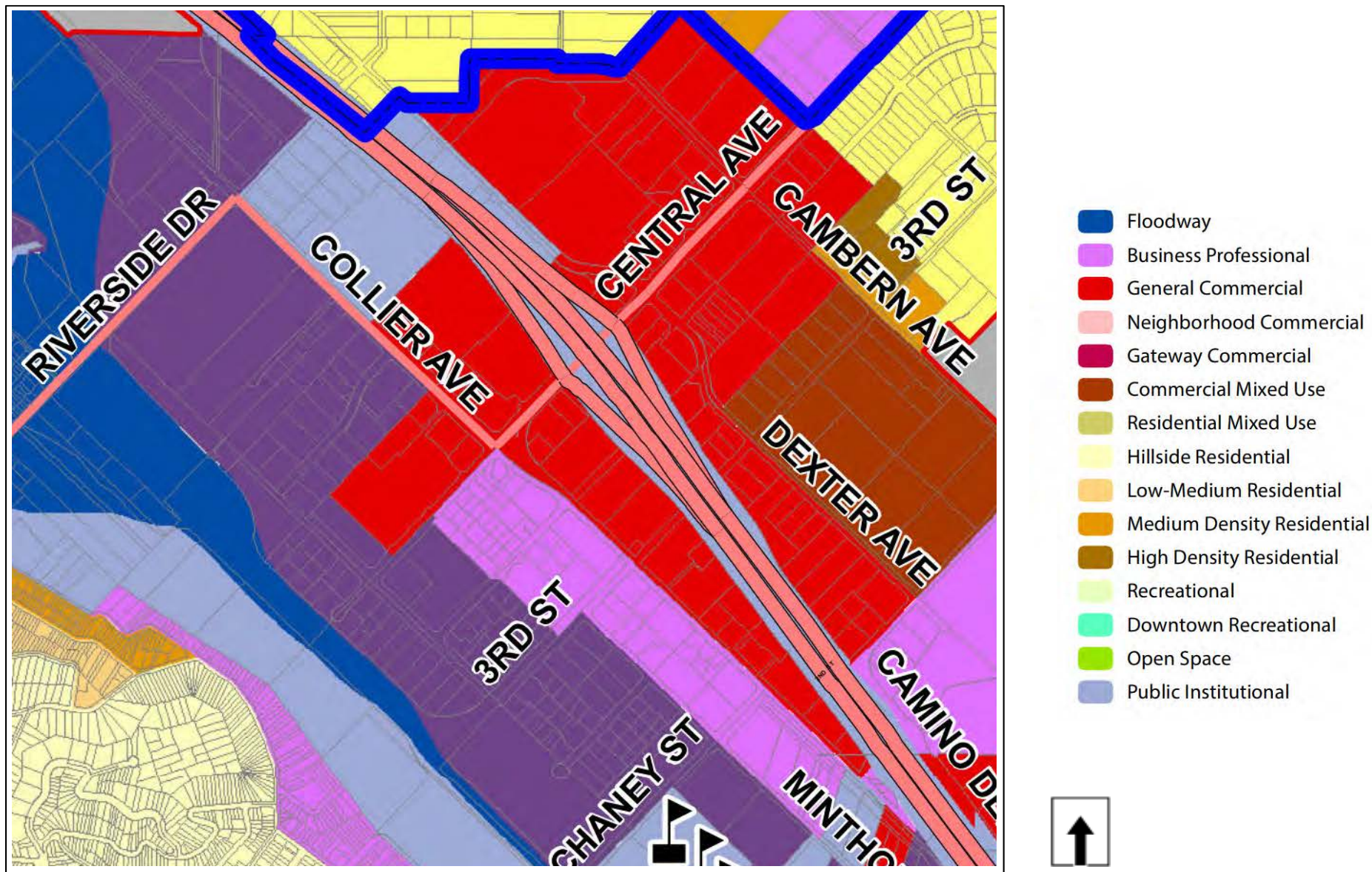
Sources: City of Lake Elsinore General Plan Map, Zoning Map, and Google Maps.

10. Other Public Agencies Whose Approval may be Required:

- South Coast Air Quality Management District
- Elsinore Valley Municipal Water District (EVMWD)
- Riverside County Department of Environmental Health
- Regional Water Quality Control Board, Santa Ana Region

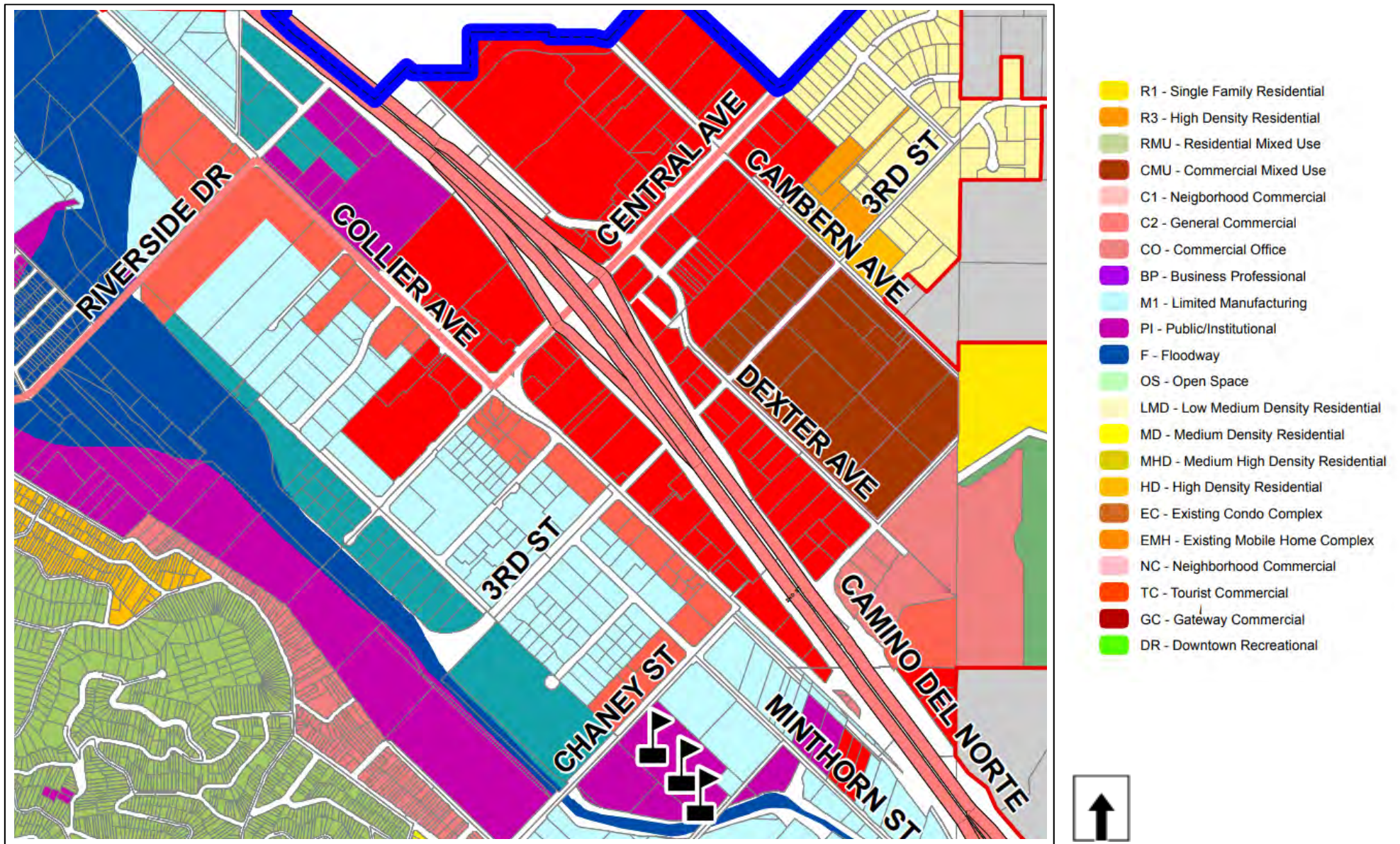
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Figure 8
General Plan Land Use Map



Source: <http://www.lake-elsinore.org/home/showdocument?id=10907>, July 2018

Figure 9
Zoning Map



Source: <http://www.lake-elsinore.org/home/showdocument?id=15059>, July 2018

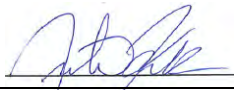
B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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.

- | | | |
|-------------------------------------------------------------|--------------------------------------------------------------|------------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> 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

7-17-18

Date

| | 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest uses? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? | | | | |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the California Code of Regulations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous materials or acutely hazardous materials, | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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| substances, or waste within one-quarter mile of an existing or proposed school? | | | | |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| IX. HYDROLOGY AND WATER QUALITY. Would the Project: | | | | |
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| X. LAND USE AND PLANNING. Would the Project: | | | | |
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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| airport, would the Project expose people residing or working in the Project area to excessive noise 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Other public services/facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| XV. RECREATION. Would the Project: | | | | |
| a) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

XVII. TRIBAL CULTURAL RESOURCES. Would the Project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

| | | | | |
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| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c). of Public Resources Code Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance to a California Native tribe? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

XVIII. UTILITIES AND SERVICE SYSTEMS. Would the Project:

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| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the Project from existing entitlements and | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill system with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| XIX. MANDATORY FINDINGS OF SIGNIFICANCE. Does the Project: | | | | |
| a) 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) 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)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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) **Would the Project 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, with the exception of a three-walled structure and two large billboard signs (one of the billboards was demolished as part of a City drainage improvement project and is not planned to be rebuilt) and is bounded to the northeast by I-15, to the southeast by 3rd Street, to the southwest by Collier Avenue, and to the northwest by a currently vacant site that is in the process of constructing an extension of Crane Street. Surrounding properties are composed of vacant land, existing light industrial, and a retail commercial center currently under construction.

The proposed Project is located approximately 1.1 miles (at its closest point) 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 for the C2 Zone (45 feet). The building architectural vocabulary is comprised of Honda's iconic architectural standard including a blue metal entry cylinder, a blue metal "Wave", off-white colored EIFS and clear glass in aluminum window framing. Reference **Figure 7, Building Elevations**. The building will be a maximum of 30'4" feet in height (tower element). 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; Zoning Code; Google Maps; Project Description)

b) **Would the Project 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 as eligible for listing as state scenic highways, but they are not officially designated as such. The proposed Project is adjacent to I-15. The Project site is currently vacant land, with the exception of a three-walled structure and two large billboard signs; one of the billboards was demolished as part of a City drainage improvement project and is not planned to be rebuilt. The Project-specific *Cultural Resources Inventory* indicates that there are no historic buildings on the Project site. According to the *Cultural Resources Inventory*: "A structure is shown on topographic maps beginning in 1953, but its date of construction is not known. The field survey identified a three-walled

structure with four wooden posts atop the central wall in the general location of the structure observed on the topographic maps. The structure appears to be an industrial retaining wall of some sort, with soil pushed into the open side of the structure that faces a southerly direction.” A chain-link fence surrounds the northeastern, southeastern, and southwestern sides of the property.

The City’s Municipal Code (LEMC) includes a City Tree Preservation Ordinance (Ord. 1256) that protects the City’s streetscape and trees. There are no trees on the Project site. 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). No palms occur on the Project site.

There are no rock outcroppings on the Project site.

Thus, through compliance with local ordinances and the City’s design review process, any potential impacts to scenic resources within a state scenic highway will be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: *General Biological Resources Assessment (Appendix B)*; *Cultural Resources Inventory (Appendix C)*; General Plan EIR; LEMC)

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

The Project site is currently vacant, with the exception of a three-walled structure and two large billboard signs (one of the billboards was demolished as part of a City drainage improvement project and is not planned to be rebuilt) and is bounded to the northeast by I-15, to the southeast by 3rd Street, to the southwest by Collier Avenue, and to the northwest by a currently vacant site that is in the process of constructing an extension of Crane Street. Surrounding properties are composed of vacant land, existing light industrial, and a retail commercial center currently under construction.

The building architectural vocabulary is comprised of Honda’s iconic architectural standard including a blue metal entry cylinder, a blue metal “Wave”, off-white colored EIFS and clear glass in aluminum window framing. Reference **Figure 7, Building Elevations**. The building will be a maximum of 30’4” feet in height (tower element). Buildings in the area have similar height and massing. Project site design, building elevations, and landscaping have been reviewed as part of the Project’s entitlement process and have been determined to be consistent with the C2 zoning and compatible with surrounding and proposed uses. 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.

Mitigation Measures: No mitigation measures are required.

(Sources: *Cultural Resources Inventory (Appendix C)*; Project Description; Google Maps)

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 auto dealership developments, such as display lighting, security lighting and indoor store lighting. While the Project would introduce new sources of light, all lighting fixtures would comply with 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) Would the Project 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 Riverside County Map My County, the Project site consists of Farmland of Local Importance. Thus, the proposed Project will not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; Riverside County *Map My County* (**Appendix K**))

b) Would the Project 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 will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; Zoning Map (**Figure 9**))

- c) **Would the Project 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)**

Public Resources Code Section 12220(g) identifies forest land as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The Project site and surrounding properties are not currently being defined, managed, or used as forest land as identified in Public Resources Code Section 12220(g). No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: Public Resources Code Section 12220(g))

- d) **Would the Project result in the loss of forest land or conversion of forest land to non-forest uses?** **(No Impact)**

As discussed in Section II.c, above, there is no forest land on the Project site. Therefore, there will be no loss of forest land or conversion of forest land to non-forest use as a result of the Project. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: Public Resources Code Section 12220(g))

- e) **Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?** **(No Impact)**

The Project site is currently vacant land, with the exception of a three-walled structure and two large billboard signs; one of the billboards was demolished as part of a City drainage improvement project and is not planned to be rebuilt. The walled structure consists of three sides constructed of concrete blocks. The purpose of the structure could not be confirmed; however, it may have been used as a loading ramp associated with a former railroad spur located nearby. A chain-link fence surrounds the northeastern, southeastern, and southwestern sides of the property.

The property is bound to the northeast by I-15, to the southeast by 3rd Street, to the southwest by Collier Avenue, and to the northwest by a currently vacant site that is in the process of constructing an extension of Crane Street. Surrounding properties are composed of vacant land, existing light industrial, and a retail commercial center currently under construction.

There are no agricultural uses adjacent to the Project site and there are no agriculturally designated properties in proximity of the Project site.

Based on this information, the Project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: Project Description; Google Maps; Zoning Map (**Figure 9**))

III. AIR QUALITY

a) **Would the Project conflict with or obstruct implementation of the applicable air quality plan? (No Impact)**

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, economy, community development, and environment. With regard to air quality planning, SCAG has prepared the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a long-range transportation plan that uses growth forecasts to project trends over a 20-year period to identify regional transportation strategies to address mobility needs. These growth forecasts form the basis for the land use and transportation control portions of the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). These documents are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both the RTP/SCS and AQMP are based, in part, on projections originating with County and City General Plans.

The two principal criteria for determining conformance to the AQMP are:

1. Whether the project would result in an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of air quality standards; and
2. Whether the project would exceed the assumptions in the AQMP.

With respect to the first criterion, the analyses in Item III.b, below, demonstrates that the Project would not generate short-term or long-term emissions that could potentially cause an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of air quality standards.

With respect to the second criterion, the proposed Project is developing an automotive dealership and is consistent with the City's General Plan land use designation, General Commercial. The General Commercial land use designation is intended to provide for a wide range of retail and service activities including department stores, restaurants, hotels, theaters, offices, and specialized services. Therefore, pursuant to SCAQMD guidelines, the proposed Project is considered consistent with the region's AQMP. As such, proposed Project-related emissions are accounted for in the AQMP, which is crafted to bring the air quality basin into attainment for all criteria pollutants. Accordingly, the proposed project would be consistent with the projections in the AQMP. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: *Air Quality Technical Report (Appendix A)*)

b) **Would the Project 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 Project.

Construction Emissions

The construction analysis included modeling of the projected construction equipment that would be used during each construction activity and quantities of earth and debris to be moved. The model calculates emissions of carbon monoxide (CO), respirable particulate matter with a diameter of 10 microns or less (PM₁₀), fine particulate matter with a diameter of 2.5 microns or less (PM_{2.5}), sulfur dioxide (SO₂), and the ozone precursors reactive organic gasses (ROG) and nitrogen oxides (NO_x).

To account for the requirements of SCAQMD Rule 403, fugitive dust control measures including the use of an on-site water truck to wet down active grading areas and roads at least twice daily are incorporated into the Project design. Use of Super-Compliant architectural coatings, as defined by the SCAQMD, are also being incorporated into the Project design. These are not considered unique mitigation under CEQA.

The results of the calculations for Project construction are shown in **Table III-1, Maximum Daily Construction Emissions**, below. Please refer to the Project Description for the equipment mix and duration of phases. The data are presented as the maximum anticipated daily emissions for comparison with the SCAQMD thresholds.

Table III-1
Maximum Daily Construction Emissions

| Phase | Pollutant Emissions (pounds/day) | | | | | |
|--------------------------------|----------------------------------|-----------------|------------|-----------------|------------------|-------------------|
| | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
| Site Preparation | 5 | 48 | 23 | <0.5 | 11 | 7 |
| Grading | 6 | 77 | 37 | <0.5 | 8 | 5 |
| Underground Utilities | <0.5 | 3 | 2 | <0.5 | <0.5 | <0.5 |
| Building Construction | 3 | 31 | 24 | <0.5 | 3 | 2 |
| Paving | 2 | 15 | 15 | <0.5 | 1 | 1 |
| Architectural Coating | 23 | 2 | 3 | <0.5 | <0.5 | <0.5 |
| Maximum Daily Emissions | 23 | 77 | 37 | <0.5 | 11 | 7 |
| <i>SCAQMD Thresholds</i> | <i>75</i> | <i>100</i> | <i>550</i> | <i>150</i> | <i>150</i> | <i>55</i> |
| Significant Impact? | No | No | No | No | No | No |

Source: *Air Quality Technical Report (Appendix A)*

As shown in **Table III-1**, above, maximum daily ROG emissions occur during the coating phase; maximum daily particulate matter (PM_{2.5} and PM₁₀) emissions occur during site preparation; and all other maximum daily emissions occur during the grading phase. Emissions of all criteria pollutants related to Project construction would be below the SCAQMD significance thresholds. Therefore, direct impacts from criteria pollutants generated during construction would be less than significant.

Operation Emissions

Table III-2, Maximum Daily Operational Emissions, below, presents the summary of operational emissions for the Project. Operational sources of emissions include area, on-site energy use, and transportation. The data are presented as the maximum anticipated daily emissions for comparison with the SCAQMD thresholds.

**Table III-2
Maximum Daily Operational Emissions**

| Category | Pollutant Emissions (pounds per day) | | | | | |
|------------------------------|--------------------------------------|-----------------|------------|-----------------|------------------|-------------------|
| | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
| Area | 1 | <0.5 | <0.5 | 0 | <0.5 | <0.5 |
| Energy | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 |
| Mobile | 2 | 17 | 20 | <0.5 | 4 | 1 |
| Total Daily Emissions | 4 | 18 | 20 | <0.5 | 4 | 1 |
| <i>SCAQMD Thresholds</i> | <i>55</i> | <i>55</i> | <i>550</i> | <i>150</i> | <i>150</i> | <i>55</i> |
| Significant Impact? | No | No | No | No | No | No |

Source: *Air Quality Technical Report (Appendix A)*

Note: Totals may not sum due to rounding.

As shown in **Table III-2**, above, Project emissions of all criteria pollutants during operation would be below the daily thresholds. Therefore, operation of the Project would not be considered a significant impact on 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: *Air Quality Technical Report (Appendix A)*)

- c) **Would the Project 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)**

In accordance with CEQA Guidelines Section 15064(h)(3), the SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and State Clean Air Acts. If a project is not consistent with the AQMP, which is intended to bring the South Coast Air Basin (SCAB) into attainment for all criteria pollutants, that project can be considered cumulatively considerable. Additionally, if the mass regional emissions calculated for a project exceed the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining the applicable state and national ambient air quality standards, that project can be considered cumulatively considerable.

As demonstrated in Item III.a, above, the Project is consistent with the AQMP. Furthermore, as detailed in Item III.b, above, operational emissions would fall below the SCAQMD regional significance thresholds. Therefore, operational emissions would not be cumulatively considerable.

For two or more projects within close proximity, that is, defined as 1,640 feet (500 meters) or less from the same sensitive receptor, a local cumulative analysis must be performed. The on-site emissions from the related project must be added to the background concentration, which is then summed with the proposed Project emissions for comparison to the SCAQMD LSTs or State and federal AAQS. If the related projects combine with the proposed project to result in an exceedance of the ambient standards, the project is considered cumulatively significant. A lot currently under the construction of a commercial use is located along the

Project's northwestern boundary; however, this project would be completed before construction begins on the proposed project. As detailed in Item III.b, above, construction emissions would fall below the SCAQMD regional significance thresholds and would not be cumulatively considerable. Any impacts are considered less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: *Air Quality Technical Report (Appendix A)*)

d) Would the Project expose sensitive receptors to substantial pollutant concentrations? (Less than Significant Impact)

Construction Emissions

Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. The localized effects from the on-site portion of daily construction emissions were evaluated at sensitive receptor locations potentially impacted by the project according to the SCAQMD's LST method. Consistent with the localized significance threshold (LST) guidelines, when quantifying mass emissions for localized analysis, only emissions that occur on-site are considered. Emissions related to off-site delivery/haul truck activity and construction worker trips are not considered in the evaluation of construction-related localized impacts, as these do not contribute to emissions generated on a project site. The LSTs being applied to the Project are based on SRA 25, receptors located within 500 meters, and a disturbed area not to exceed 2 acres. As shown in **Table III-3, Maximum Localized Daily Construction Emissions**, below, localized emissions for all criteria pollutants would remain below their respective SCAQMD LSTs. Impacts are considered less than significant.

**Table III-3
Maximum Localized Daily Construction Emissions**

| Phase | Pollutant Emissions (pounds/day) | | | |
|--------------------------------|----------------------------------|---------------|------------------|-------------------|
| | NO _x | CO | PM ₁₀ | PM _{2.5} |
| Site Preparation | 48 | 22 | 11 | 7 |
| Grading | 59 | 34 | 7 | 4 |
| Underground Utilities | 3 | 2 | <0.5 | <0.5 |
| Building Construction | 26 | 19 | 2 | 1 |
| Paving | 15 | 15 | 1 | 1 |
| Architectural Coating | 2 | 2 | <0.5 | <0.5 |
| Maximum Daily Emissions | 59 | 34 | 11 | 7 |
| <i>SCAQMD LST Thresholds</i> | <i>941</i> | <i>25,412</i> | <i>186</i> | <i>91</i> |
| Significant Impact? | No | No | No | No |

Source: *Air Quality Technical Report (Appendix A)*

Toxic Air Contaminants

The greatest potential for Toxic Air Contaminants (TAC) emissions during construction would be related to diesel particulate matter (DPM) associated with heavy equipment operations during earth-moving activities. The SCAQMD does not consider diesel-related cancer risks from construction equipment to be an issue due to the short-term nature of construction activities. Construction activities associated with the proposed project would be sporadic, transitory, and short term in nature; lasting approximately one year. The assessment of

cancer risk is typically based on a 30-year exposure period. Because exposure to diesel exhaust would be well below the 30-year exposure period, construction of the proposed Project is not anticipated to result in an elevated cancer risk to exposed persons. As such, Project-related TAC emission impacts during construction would not be significant.

Operational Activities

CO Hotspots

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. If a project increases average delay at signalized intersections operating at Level of Service (LOS) E or F or causes an intersection that would operate at LOS D or better without the project to operate at LOS E or F with the project, a quantitative screening is required.

The *Traffic Impact Analysis (TIA)* evaluated AM, PM and Saturday signal delay and LOS for six intersections; three intersections along Collier Avenue, two intersections along Central Avenue, and the intersection of Collier Avenue and Central Avenue. All intersections would continue to operate at LOS D or better with the implementation of the Project (including planned, committed and funded transportation improvements). Therefore, the LOS of the evaluated intersections would not decrease as a result of the Project, and a quantitative screening is not required. There would be no potential for a CO hotspot, and sensitive receptors would not be exposed to project-generated local CO emissions. Any impacts would be less than significant.

Toxic Air Contaminants

Construction activities would result in short-term project-generated emissions of diesel PM from the exhaust of off-road, heavy-duty diesel equipment. The California Air Resources Board (CARB) identified DPM as a TAC in 1998. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Thus, the risks estimated for a maximally exposed individual (MEI) are higher if a fixed exposure occurs over a longer time period. According to the Office of Environmental Health Hazard Assessment, health risk assessments (HRAs), which determine the exposure of sensitive receptors to TAC emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. There would be relatively few pieces of off-road, heavy-duty diesel equipment used during construction, and the construction period would be relatively short, especially when compared to 30 years. Combined with the highly dispersive properties of DPM, construction-related emissions would not expose sensitive receptors to substantial emissions of TACs. Impacts from construction emissions would be less than significant.

Based on the SCAQMD's "Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis," projects that should be analyzed for diesel particulate emissions include truck stops, distribution centers, and transit centers, which could be sources of diesel particulate matter from heavy-duty diesel trucks.

Based on CARB siting recommendations within the Air Quality and Land Use Handbook, a detailed health risk assessment should be conducted for proposed sensitive receptors within 1,000 feet of a warehouse distribution center, within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater), 50 feet of a typical gas dispensing facilities or within 300 feet of a dry cleaning facility that uses perchloroethylene (PCE), among other siting recommendations.

The Project would not develop land uses associated with sensitive air pollutant receptors and would not include uses associated with the requirement for a detailed health risk assessment. Therefore, impacts associated with

TACs would be less than significant

Mitigation Measures: No mitigation measures are required.

(Sources: *Air Quality Technical Report (Appendix A)*; *TIA (Appendix J)*)

e) Would the Project create objectionable odors affecting a substantial number of people? (Less than Significant Impact)

The State of California Health and Safety Code Sections 41700 and 41705, prohibit emissions from any source whatsoever in such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to the public health or damage to property. The nearest sensitive receptor to the Project site is a high school located approximately 0.35 miles south of the Project site. The Project could produce odors during proposed construction activities resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; however, standard construction practices would minimize the odor emissions and their associated impacts. The increase of construction odors would be minimal, as vehicle exhaust is already prevalent in the area due to its proximity to I-15. Furthermore, any odors emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction.

The CARB's Air Quality and Land Use Handbook includes a list of the most common sources of odor complaints received by local air districts. Typical sources of odor complaints include facilities such as sewage treatment plants, landfills, recycling facilities, petroleum refineries, and livestock operations.

The proposed Project would include an automotive dealership and associated facilities, which would not be anticipated to generate substantial odors. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: *Air Quality Technical Report (Appendix A)*)

IV. BIOLOGICAL RESOURCES

a) Would the Project 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 with Mitigation Incorporated)

The identification of Riparian/Riverine Areas is based on the potential for onsite habitat to support or contribute to downstream habitat that supports Species Associated with Riparian/Riverine Areas, as identified in the Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.2. Twenty-three plant species are identified in the MSHCP as potentially occurring in Riparian/Riverine and Vernal Pool habitats. None of the 23 species occur on the property. The plant species associated with Riparian/Riverine and Vernal Pool areas were confirmed to be absent from the Project site. A number of these species occur in habitats that do not occur on the property (e.g., vernal pools) or have distributions well outside of the Project site. None of the 23 MSHCP Riparian/Riverine and Vernal pool plant species were observed on site and none are expected to occur within the Project site. The Project will pay MSHCP Mitigation Fees. These are included as mitigation measure **MM BIO 1**. With incorporation of mitigation measure **MM BIO 1**, any impact will be considered less than significant.

The Least Bell's Vireo (LBV), southwestern willow flycatcher (WIFL), and western yellow-billed cuckoo

(YBCU) are found in riparian vegetation such as: southern willow scrub, cottonwood forest, mule fat scrub, sycamore alluvial woodland, and arroyo willow riparian forest that typically feature dense cover. The Project site does not include any of these vegetation types.

No jurisdictional wetlands or waters occur on site; therefore, no impacts would occur.

The Project is not within a survey area for Narrow Endemic Plant Species Survey Areas (NEPSSA) species. No surveys are required. Nevertheless, no suitable habitat for Narrow Endemic Plant Species occurs on the site and no impacts would occur as a result of the Project.

If the Project site is located within the Mammal Species Survey Area (MSSA) for the MSHCP, focused surveys for the three sensitive MSHCP small mammal species are required on project sites that include suitable habitat with potential to support the species. The Project site does not occur in the MSHCP MSSA and the site does not provide suitable habitat for sensitive MSHCP mammal species. Therefore, no impacts would occur to sensitive small mammals.

The MSHCP requires a habitat assessment and survey if burrowing habitat occurs on site. The Project site was determined to have low potential for Burrowing Owl (BUOW) due to the lack of perennial vegetation cover, the heavily urbanized setting of the site (surrounded by development), restricted site size, disturbed character, and high amount of ground squirrel activity. Additionally, the nearest California Natural Diversity Database (CNDDB) record of BUOW is approximately 5 miles to the south west near the Skylark Airport. Although the habitat on site is of low quality and presence of BUOW inhabiting the site is low, focused protocol BUOW surveys should be conducted in accordance with the MSHCP. Pre-construction take avoidance surveys shall be proposed in accordance with MSHCP requirements and is included as mitigation measure **MM BIO 2**. Impacts will be reduced to a less than significant level with the incorporation of mitigation.

Development of the proposed Project could disturb or destroy active migratory bird nests including eggs and young. Disturbance to or destruction of migratory bird eggs, young, or adults is in violation of the Migratory Bird Treaty Act (MBTA) and is, therefore, considered to be a potentially significant impact. Mitigation measure **MM BIO 3** shall be implementation. With incorporation of mitigation measure **MM BIO 3**, any impact will be considered less than significant.

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: Focused Survey, Pre-Construction Survey, and Avoidance. Prior to receiving a final grading permit, the Project applicant shall conduct a focused survey for Burrowing Owl (BUOW) in accordance with the MSHCP provisions. Additionally, within 30 days prior to initiating ground-disturbance activities, the Project applicant shall retain a qualified biologist to complete a pre-construction take avoidance survey in accordance with the MSHCP. If the take avoidance survey is negative and BUOWs are confirmed to be absent, then ground-disturbing activities shall be allowed to commence, and no further mitigation would be required.

If the surveys are positive and BUOWs are confirmed to be present on site, the Project applicant shall consult with the California Department of Wildlife (CDFW) and prepare and implement a Project-specific BUOW mitigation plan. The plan shall be reviewed and approved by the CDFW. To avoid take, any impacted individuals shall be relocated outside of the impact area by a qualified biologist using passive or active methodologies approved by CDFW. The project applicant shall further mitigate BUOW-occupied habitat in

accordance with the MSHCP.

MM BIO 3: Pre-Construction Nesting Bird Survey and Avoidance. Vegetation clearing should be conducted outside the nesting season, which is generally defined as February 15 to August 31. If vegetation clearing must take place during the nesting season, a qualified biologist shall perform a pre-construction survey for nesting birds no more than seven days prior to vegetation impacts.

If active bird nests are confirmed to be present during the pre-construction survey, temporary avoidance of the nests shall be required until a qualified biologist has verified that the young have fledged, or the nest has otherwise become inactive.

(Sources: *General Biological Resources Assessment* (**Appendix B**))

b) Would the Project 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? (No Impact)

The identification of Riparian/Riverine Areas is based on the potential for onsite habitat to support or contribute to downstream habitat that supports Species Associated with Riparian/Riverine Areas, as identified in MSHCP Section 6.1.2. Twenty-three plant species are identified in the MSHCP as potentially occurring in Riparian/Riverine and Vernal Pool habitats. None of the 23 species occur on the property. The plant species associated with Riparian/Riverine and Vernal Pool areas were confirmed to be absent from the Project site. A number of these species occur in habitats that do not occur on the property (e.g., vernal pools) or have distributions well outside of the Project site. None of the 23 MSHCP Riparian/Riverine and Vernal pool plant species were observed on site and none are expected to occur within the Project site.

The LBV, WIFL, and YBCU are found in riparian vegetation such as: southern willow scrub, cottonwood forest, mule fat scrub, sycamore alluvial woodland, and arroyo willow riparian forest that typically feature dense cover. The Project site does not include any of these vegetation types.

Therefore, the Project not 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. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: *General Biological Resources Assessment* (**Appendix B**))

c) Would the Project 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? (No Impact)

No jurisdictional wetlands or waters occur on site; therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

(Sources: *General Biological Resources Assessment* (**Appendix B**))

d) Would the Project 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? (No Impact)

The entirety of the Project site was mapped as disturbed land. According to the MSHCP disturbed lands are grouped together with developed lands and are described as areas that have been disced, cleared, or otherwise altered. Under the MSHCP, developed lands may include roadways, existing buildings, and structures; whereas, disturbed lands typically include ornamental plantings for landscaping, escaped exotics, or ruderal vegetation dominated by non-native, weedy species such as mustard (*Brassica* sp.), fennel (*Foeniculum vulgare*), tocalote (*Centaurea melitensis*), and Russian thistle (*Salsola tragus*). Due to the lack of roadways, lack of existing buildings, lack of impervious surfaces, and the predominance of weedy exotic plant species, the site was mapped as disturbed land. The property is bound to the northeast by I-15, to the southeast by 3rd Street, to the southwest by Collier Avenue, and to the northwest by a currently vacant site that is in the process of constructing an extension of Crane Street. Surrounding properties are composed of vacant land, existing light industrial, and a retail commercial center currently under construction.

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. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: *General Biological Resources Assessment* (**Appendix B**))

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (No Impact)

The City's Municipal Code includes a City Tree Preservation Ordinance (Ord. 1256) that protects the City's streetscape and trees. There are no trees on the Project site. 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). No palms occur on the Project site. Therefore, the proposed Project does not conflict with local policies or ordinances protecting biological resources. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: *General Biological Resources Assessment* (**Appendix B**); LEMC)

f) Would the Project 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 with Mitigation Incorporated)

The Project site is located within the Western Riverside County 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 United States Fish and Wildlife Service (USFWS) and/or 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), and Section 6.4 (Fuels Management). 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. The property is not within a criteria cell or cell group and, therefore, also not within a subunit of the Elsinore Area Plan. The Project will be subject to the MSHCP Fee, as required under mitigation measure **MM BIO 1**.

A *General Biological Resources Assessment* was conducted and prepared by Helix Environmental Planning, April 28, 2018. The Project was evaluated for consistency with the following MSHCP issue areas:

- MSHCP Reserve Assembly requirements;
- Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools);
- Section 6.1.3 (Protection of Narrow Endemic Plant Species);
- Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface);
- Section 6.3.2 (Additional Survey Needs and Procedures); and
- Section 6.4 (Fuels Management).

The discussions below provide a summary demonstrating how the project is consistent with MSHCP requirements for each of the above-listed issue areas.

MSHCP Reserve Assembly Requirements

The Project site is not located within a Cell or Cell Group and does not have target goals for conservation. The Project site does not include land conservation requirements to contribute to the MSHCP reserve assembly. No sensitive species were determined to occupy the site that would warrant conservation. Therefore, the Project would not conflict with the MSHCP reserve assembly.

MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)

Section 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, states: The purpose of the procedures described in this section is to ensure that the biological functions and values of these areas throughout the MSHCP Plan Area are maintained such that Habitat values for species inside the MSHCP Conservation Area are maintained. The Project site does not support Riparian/Riverine Areas. No vernal pools occur on the property. Therefore, no impacts would occur to Riparian/Riverine Areas or Vernal Pools. The Project is consistent with MSHCP Section 6.1.2.

MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species)

The Project is not within a survey area for NEPSSA species. No surveys are required. Nevertheless, no suitable habitat for Narrow Endemic Plant Species occurs on the site and no impacts would occur as a result of the project. The Project is consistent with MSHCP Section 6.1.3.

MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface)

Section 6.1.4 of the MSHCP addresses potential indirect impacts to MSHCP Conservation Area lands via the Urban/Wildlands Interface Guidelines (UWIG). The Project site does not occur adjacent to an MSHCP Conservation Area. The Project is not within or adjacent to a MSHCP criteria cell. The UWIG guidelines are discussed to show how the Project will reduce/prevent potential impacts to off-site conservation areas.

Drainage

Although the Project does not directly drain into an MSHCP Conservation Area, storm water flows from the site could ultimately reach a downstream Conservation Area. The Project will incorporate measures, including those required through the National Pollutant Discharge Elimination System (NPDES) requirements, to ensure that the quantity and quality of runoff discharged to the MSHCP Conservation Area (tributaries to Lake Elsinore) is not altered in an adverse way when compared with existing conditions. In particular, measures will be put in place to avoid discharge of untreated surface runoff from the Project into the MSHCP Conservation Area. As such, the Project proposes to construct two green-scape bio swales on the northwestern portion of the property, which are designed to capture most all on site storm water flows and prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes within the MSHCP Conservation Area.

Toxics

The Project does not propose toxic impacts to sensitive species habitats; however, the post-Project site uses will include use of chemicals or generation of bio-products such as oil from impervious surfaces and cars that are potentially toxic or may adversely affect wildlife species, habitat, or water quality. Measures such as those employed to address drainage issues (above) will be implemented to ensure no indirect impacts from toxic substances occur to species or their habitat.

Lighting

The Project does not occur close to a conservation area; therefore, this does not apply.

Invasives

The Project shall not use invasive plants for erosion control, landscaping, wind rows, or other purposes. The Project will comply with the MSHCP and avoid the use of invasive, non-native plants in accordance with MSHCP Table 6.2.

Barriers

The Project site is not anticipated to directly abut MSHCP Conservation Area, therefore, this does not apply.

Grading/Land Development

The Project site is not anticipated to directly abut MSHCP Conservation Area, therefore, this does not apply.

MSHCP Section 6.3.2 (Additional Survey Needs and Procedures)

Burrowing Owl

The MSHCP requires a habitat assessment and survey if burrowing habitat occurs on site. The Project site was determined to have low potential for BUOW due to the lack of perennial vegetation cover, the heavily urbanized setting of the site (surrounded by development), restricted site size, disturbed character, and high amount of ground squirrel activity. Additionally, the nearest CNDDDB record of BUOW is approximately 5 miles to the south west near the Skylark Airport. Although the habitat on site is of low quality and presence of BUOW inhabiting the site is low, focused protocol BUOW surveys should be conducted in accordance with the MSHCP. Pre-construction take avoidance surveys shall be proposed in accordance with MSHCP requirements and is included as mitigation measure **MM BIO 2**. Impacts will be reduced to a less than significant level with the incorporation of mitigation.

Least Bell's Vireo/ southwestern willow flycatcher/ western yellow-billed cuckoo

The MSHCP requires that LBV surveys be conducted on project sites that include riparian habitat with potential to support the species. The Project site does not support riparian habitat with potential to support the species. Therefore, no impacts to LBV would occur as a result of the Project. Similarly, no suitable habitat for SWFL and YBCU occur on site and no impacts would occur to these riparian associated species.

Small Mammals

If the Project site is located within the MSSA for the MSHCP, focused surveys for the three sensitive MSHCP small mammal species are required on project sites that include suitable habitat with potential to support the species. The Project site does not occur in the MSHCP MSSA and the site does not provide suitable habitat for sensitive MSHCP mammal species. Therefore, no impacts would occur to sensitive small mammals.

The proposed Project is consistent with MSHCP Section 6.3.2.

MSHCP Section 6.4 (Fuels Management)

Due to the lack of surrounding open space vegetation and the fact the site is an “in-fill” project surrounded by existing development, a fuel modification zone is not incorporated as part of the proposed Project. Additionally, the proposed Project impact limits will not extend into undeveloped land adjacent to the Project that has potential to support sensitive species. The proposed Project is consistent with MSHCP Section 6.4.

The proposed Project is consistent with all applicable sections of the MSHCP. Implementation of mitigation measures **MM BIO 1** and **MM BIO 2**, 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: Focused Survey, Pre-Construction Survey, and Avoidance. Defined in Item IV.a, above.

(Sources: *General Biological Resources Assessment (Appendix B)*)

V. CULTURAL RESOURCES

Please note that this Section primarily addresses historical and cultural resources not associated with tribal cultural resources. For a comprehensive discussion on tribal cultural resources, please refer to Section XVII, Tribal Cultural Resources, of this Initial Study.

a) Would the Project 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 with Mitigation Incorporated

A Project-specific *Cultural Resources Inventory* including a records search, Sacred Land File search, Native American outreach, historic archival research, and a field survey was conducted for the Project area. The *Cultural Resources Inventory* details the methods and results of the cultural resources survey and has been prepared to comply with the California Environmental Quality Act (CEQA).

The records search conducted at the Eastern Information Center (EIC) at the University of California, Riverside on March 7, 2018 indicated that 31 previous cultural resources studies have been conducted within one mile of the Project area, none of which occurred within the Project site. The records search results also indicated that a total of 20 cultural resources have been previously recorded within one mile of the Project area; however, no sites have been recorded within the Project site.

The Native American Heritage Commission (NAHC) was contacted on March 7, 2018 for a Sacred Lands File search and list of tribal contacts. The response, received on March 8, 2018, indicated that the Sacred Lands File search was negative, however the area is sensitive for cultural resources.

The field investigations included intensive pedestrian survey of the study area by HELIX archaeologist Mary Villalobos and Native American monitor Cameron Linton of Pechanga Band of Luiseño Mission Indians (Pechanga) on March 16, 2018. The survey identified a three-walled structure made of cinder blocks and wood posts of an unknown age. The 1953 USGS 7.5-minute Elsinore quadrangle map, based on aerial photos taken in 1951, shows a structure in the southwest corner of the Project. However, it is not known if this mapped structure represents the current three-walled structure, seen on aerial imagery from 1967, which is the earliest available for the project site (NETR Online 2018). No historic or prehistoric artifactual material was observed.

As a result of the *Cultural Resources Inventory*, no impacts to cultural resources are anticipated. However, there is a potential for encountering subsurface historic features or deposits associated with the former structure. Mitigation measures **MM CUL 1** through **MM CUL 7** shall be implemented. These mitigation measures pertain to retaining an archaeologist/Native American Monitor, preparation of a Cultural Resources Monitoring Plan, Sensitivity Training, Authority to Stop and Redirect Excavation, Artifacts of Native American Origin, Inadvertent Discoveries of Subsurface Archaeological/Cultural Resources, and Final Archaeological Report, respectively. With the incorporation of these mitigation measures, any impacts will be reduced to a less than significant level.

In addition, the area is sensitive for Native American cultural resources, which could also be encountered during grading and other ground-disturbing activities. This is discussed in greater detail in Section XVII, Tribal Cultural Resources, of this Initial Study.

Mitigation Measures:

MM CUL 1: Retain archaeologist/Native American Monitor. At least 30 days prior to any grading, excavation and/or other ground-disturbing activities on the Project site, the applicant shall retain a qualified

archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology and listed on the Register of Professional Archaeologists (RPA) or the County of Riverside list of qualified archaeologists to implement the monitoring program, including the monitoring all ground-disturbing activities by an archaeologist and a Native American tribal monitor.

MM CUL 2: *Cultural Resources Monitoring Plan.* The Project Archaeologist, in consultation with the Monitoring Tribe, the City, and the applicant, 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 coordination of a monitoring schedule as agreed upon by the Monitoring Tribe, the Project Archaeologist, the City, and the applicant; and
- c. The protocols and stipulations that the Monitoring Tribe, the Project Archaeologist, the City, and the applicant will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resources.

MM CUL 3: *Sensitivity Training.* Prior to any grading, excavation and/or other ground-disturbing activities on the Project site, the Project Archaeologist and the Monitoring Tribe shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The Project construction manager shall ensure that construction personnel are made available for and attend the training and shall retain documentation demonstrating attendance.

MM CUL 4: *Authority to Stop and Redirect Excavation.* In accordance with the agreement required in MM CUL 2, the archaeological monitor and designated tribal monitor shall have the authority to stop and redirect excavation in order to evaluate the significance of any archaeological resources discovered within the Project site.

MM CUL 5: *Artifacts of Native American Origin.* All artifacts discovered at the development site shall be inventoried and analyzed by the archaeological monitor and Native American monitor. If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop. The Project Archaeologist/archaeological monitor and Native American monitor shall analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribes. All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling. The applicant shall relinquish ownership of all cultural resources. Native American artifacts that cannot be avoided or relocated at the project site shall be prepared in a manner for curation. Within a reasonable amount of time, the Project Archaeologist, following consultation with the Monitoring Tribe, shall deliver the materials to a qualified repository in Riverside County that meets or exceeds federal standards per 36 CFR Part 79 and which shall be made available to all qualified researchers and tribal representatives.

MM CUL 6: *Inadvertent Discoveries of Subsurface Archaeological/Cultural Resources.* If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Project archaeologist and the Tribal monitor, in consultation with the City, shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. The determination as to the significance or the mitigation for such resources will be based on the provisions of CEQA and shall take into

account the religious beliefs, customs, and practices of the Tribes.

MM CUL 7: *Final Archaeological Report*. The Project Archaeologist shall prepare a final archaeological report within sixty (60) days of completion of the Project. The report shall follow Archaeological Resource Management Report (ARMR) Guidelines and City requirements and shall include at a minimum: a discussion of monitoring methods and techniques used; the results of the monitoring program, including any artifacts recovered; an inventory of any resources recovered; updated DPR forms, if any; and any other site(s) identified; final disposition of the resources; and any additional recommendations. A final copy shall be submitted to the City, EIC, and the Monitoring Tribe.

(Sources: *Cultural Resources Inventory* (**Appendix C**))

b) Would the Project 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 with Mitigation Incorporated)

Please reference the discussion in Item V.a, above. Mitigation measures **MM CUL 1** through **MM CUL 7** shall be implemented. These mitigation measures pertain to retaining an archaeologist/Native American Monitor, preparation of a Cultural Resources Monitoring Plan, Sensitivity Training, Authority to Stop and Redirect Excavation, Artifacts of Native American Origin, Inadvertent Discoveries of Subsurface Archaeological/Cultural Resources, and Final Archaeological Report, respectively. With the incorporation of these mitigation measures, any impacts will be reduced to a less than significant level.

Mitigation Measures:

MM CUL 1: *Retain archaeologist/Native American Monitor*. Described in Item V.a above.

MM CUL 2: *Cultural Resources Monitoring Plan*. Described in Item V.a above.

MM CUL 3: *Sensitivity Training*. Described in Item V.a above.

MM CUL 4: *Authority to Stop and Redirect Excavation*. Described in Item V.a above.

MM CUL 5: *Artifacts of Native American Origin*. Described in Item V.a above.

MM CUL 6: *Inadvertent Discoveries of Subsurface Archaeological/Cultural Resources*. Described in Item V.a above.

MM CUL 7: *Final Archaeological Report*. Described in Item V.a above.

(Sources: *Cultural Resources Inventory* (**Appendix C**))

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (No Impact)

According to the Riverside County *Map My County*, 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 no impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: Riverside County *Map My County* (**Appendix K**))

d) Would the Project disturb any human remains, including those interred outside of formal cemeteries? (Less than Significant 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 Public Resources Code (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 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 CUL 8**, below, the Project is not anticipated to disturb any human remains. Therefore, impacts are less than significant with mitigation.

Mitigation Measures:

MM CUL 8: Human Remains. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the coroner shall contact the NAHC within 24 hours. Subsequently, the NAHC shall identify the person or persons it believes to be the “most likely descendant.” The most likely descendant may then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98

(Sources: *Cultural Resources Inventory* (**Appendix C**))

VI. GEOLOGY AND SOILS.

a) Would the Project 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.

The nearest faults to the Project site are associated with the Elsinore Fault system located approximately 1.4 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, all structures 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. Adherence to the CBC is a standard condition and is not considered unique mitigation under CEQA. Any impacts are considered less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; *Geotechnical Engineering Evaluation* (**Appendix D**))

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

The *Geotechnical Engineering Investigation* 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 Project site and the maximum probable events for faults, it appears that a maximum probable event along the fault zones could produce a peak horizontal acceleration of approximately 0.888g (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 CBC, applicable to the Project, which provides criteria for the seismic design of buildings. Adherence to the CBC is a standard condition and is not considered unique mitigation under CEQA. Any impacts are considered less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; *Geotechnical Engineering Evaluation* (**Appendix D**))

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

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 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 cleansand.

The *Geotechnical Engineering Evaluation* described the soils encountered within the depth of 50 feet on the Project site as consisting predominately of sandy silt with varying amounts of and gravel, silty sand/sandy silt with varying amounts of clay, sandy silt with varying amounts of clay, clayey silt, and silty sand/sand. 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 2.03 inches. The differential settlement is estimated to be 1.0 inch over a horizontal distance of 20 feet.

The Project would be required to implement all requirements of the current edition of the CBC, applicable to the Project, which provides criteria for the seismic design of buildings. Adherence to the CBC is a standard condition and is not considered unique mitigation under CEQA.

In addition, implementation of mitigation measure **MM GEO 1**, below, will require the Project comply with all recommendations contained in the *Geotechnical Engineering Evaluation*, ensuring impacts related to liquefaction will be reduced to a less than significant level.

Mitigation Measures:

MM GEO 1: *Compliance with Recommendations from the Geotechnical Evaluation*. Prior to issuance of grading permit, the proposed Project applicant/developer shall comply with all recommendations contained within the *Geotechnical Engineering Evaluation*.

(Sources: *Geotechnical Engineering Evaluation* (**Appendix D**); *Riverside County Map My County* (**Appendix K**))

iv) Landslides? (No impact)

The Project site is gently sloping to the southwest with elevations ranging between 1,278 feet to 1,269 feet above mean sea level. The *Geotechnical Engineering Evaluation* 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. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: *Geotechnical Engineering Evaluation* (**Appendix D**))

b) Would the Project result in substantial soil erosion or the loss of topsoil? (Less than Significant Impact)

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: *Geotechnical Engineering Evaluation* (**Appendix D**))

- c) **Would the Project 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 Evaluation*, 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 *Map My County*, 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 Evaluation*, will reduce impacts related to subsidence to a less than significant level.

Collapse: According to the *Geotechnical Engineering Evaluation*, 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 Evaluation*, will reduce impacts related to collapse to a less than significant level.

In addition, to lessen the potential impacts of subsidence and collapsible soils at the site, the proposed Project will also be constructed in accordance with the requirements of the CBC. Adherence to the CBC is a standard condition and is not considered unique mitigation under CEQA.

Mitigation Measures:

MM GEO 1: *Compliance with Recommendations from the Geotechnical Evaluation* (see Item VI.a.iii, above).

(Sources: *Geotechnical Engineering Evaluation* (**Appendix D**); Riverside County *Map My County* (**Appendix K**))

- d) **Would the Project 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 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 *Geotechnical Engineering Evaluation* 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 Evaluation* (see Item VI.a.iii, above).

(Sources: General Plan EIR; *Geotechnical Engineering Evaluation* (**Appendix D**))

- e) **Would the Project 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? (No Impact)**

The Project proposes to connect to the existing Elsinore Valley Municipal Water District (EVMWD) sewer system and will not require use of septic tanks. This threshold is not applicable to the Project. No impact will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: Project Plans (**Appendix L**); EVMWD Will Serve Letter (**Appendix M**))

VII. GREENHOUSE GAS EMISSIONS

- a) **Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less than Significant with Mitigation Incorporated)**

Greenhouse Gas (GHG) emissions for the Project were analyzed in the *Lake Elsinore Climate Action Plan (CAP) Consistency Assessment (CAP Consistency Assessment)* to determine if the Project could have an impact related to GHG emissions. These impacts are analyzed on a cumulative basis, utilizing Carbon Dioxide Equivalent (CO₂e), measured in metric tons (MT) or, MTCO₂e. They are analyzed for both the construction and operational phases of the Project. The SCAQMD Tier 3 significance threshold of 3,000 MTCO₂e emission threshold was utilized. The SCAQMD has published interim significance thresholds for greenhouse gases where the AQMD is the lead agency, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Thresholds*. This document describes a five-tiered draft GHG threshold which includes a 3,000 metric tons of CO₂e per year significance threshold for residential/commercial projects. Tier 3 consists of screening values, which the lead agency can choose. The City has an adopted Climate Action Plan (CAP). The City's CAP screening values were utilized for the Project.

Construction Emissions

Construction activities are short-term and will cease have any GHG emissions upon completion. In contrast, operational emissions are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends amortizing construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions to generate a precise project-based GHG inventory.

The construction analysis included modeling of the projected construction equipment that would be used during each construction activity. Construction activities include site preparation, grading, underground

utilities, building construction, paving, and architectural coating. For modeling purposes, it was assumed construction activity would begin in September 2018 and last approximately one year. As shown in **Table VII-1, *Estimated Construction Emissions***, below, total GHG emissions associated with construction are estimated at 586 MT CO₂e. Therefore, amortized over 30 years, the proposed construction activities would contribute approximately 20 MT CO₂e emissions per year.

Table VII-1
Estimated Construction Emissions

| Source | Emissions (MTCO ₂ e) |
|----------------------------------|---------------------------------|
| Site Preparation | 18 |
| Grading | 208 |
| Underground Utilities | 3 |
| Building Construction | 329 |
| Paving | 22 |
| Architectural Coating | 3 |
| TOTAL | 586 |
| Amortized Construction Emissions | 20 |

Source: CAP Consistency Assessment (**Appendix E**)

Operational Emissions

Operational sources of GHG emissions include: (1) energy use (electricity and natural gas); (2) area sources (landscaping equipment); (3) vehicle use; (4) solid waste generation; and (5) water conveyance and treatment.

As shown in **Table VII-2, *Estimated Project Annual Greenhouse Gas Emissions***, below, with reductions associated with implementation of the Project design feature/mitigation (associated with the CAP – see discussion in VII.b., below), the Project would result in GHG emissions of 1,753 MT CO₂e per year.

Table VII-2
Estimated Project Annual Greenhouse Gas Emissions

| Emissions Sources | Emissions (MT CO ₂ e) |
|-----------------------------------------|----------------------------------|
| | 2019 |
| Area Sources | <0.5 |
| Energy Sources | 460 |
| Vehicular (Mobile) Sources | 1,144 |
| Solid Waste Sources | 77 |
| Water Sources | 54 |
| <i>Operational Subtotal</i> | <i>1,734</i> |
| Construction (Annualized over 30 years) | 20 |
| TOTAL EMISSIONS | 1,753 |

Source: CAP Consistency Assessment (**Appendix E**)

Note: Totals may not add up exactly due to rounding.

Project GHG emissions of 1,753 MT CO₂e per year are below the 3,000 CO₂e per year threshold. Therefore, Project impacts are considered less than significant with mitigation incorporated.

Mitigation Measures: No mitigation measures are required.

(Sources: CAP Consistency Assessment (**Appendix E**))

b) Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Less than Significant with Mitigation Incorporated)

The City has an adopted Climate Action Plan (CAP) The City's CAP screening values were utilized for the Project. The Project was analyzed for consistency with the Project-Level CAP Consistency Worksheet (see Attachment B of the *CAP Consistency Analysis* for the Worksheet).

If the project is consistent with the land use designation, population and employment projections, and incorporates applicable CAP measures in the project design, then the project would be deemed consistent with the General Plan and CAP. The Worksheet considers the following three (3) questions to determine if a project is consistent with the General Plan growth potential and CAP:

1. Is the project consistent with the General Plan land use designation?
2. Is the project consistent with the General Plan population and employment projections for the site, upon which the CAP modeling is based?
3. Does the project incorporate CAP measures as binding and enforceable components of the project?

Questions 1 & 2

The Project is consistent with the General Plan's land use designation of General Commercial; which allows for automobile dealership with showroom displays, sales offices, parts inventories, and automotive repair services and a separate car wash. Because the Project is consistent with the land use designation, the project is also consistent with the General Plan's projected growth. Implementation of the project, an automotive dealership, would not result in substantial population or employment increases. Therefore, the Project is consistent with the General Plan growth potential upon which the CAP modeling is based.

Questions 3

A project may demonstrate consistency with the CAP through incorporation of pedestrian and bicycle infrastructure; bicycle and fuel-efficient vehicle parking; tree planting and landscaping; cool roof requirements; energy efficient building standards; energy efficient traffic street and traffic signal lights; indoor water conservation; and construction and demolition waste diversion. According to the *CAP Consistency Assessment*, the Project is consistent with the following CAP measures:

- T-1.2: Pedestrian Infrastructure
- T-1.4: Bicycle infrastructure
- T-1.5: Bicycle Parking
- T-2.1: Designated Parking for Fuel-Efficient Vehicles (*potentially inconsistent)
- E-1.1: Tree Planting
- E-1.2: Cool Roof Requirements
- E-1.3: Energy Efficient Building Standards
- E-3.2: Energy Efficient Street and Traffic Signal Lights
- E-4.1: Landscaping
- E-4.2: Indoor Water Conservation Requirements (*potentially inconsistent)
- S-1.4: Construction and Demolition Waste Diversion (*potentially inconsistent)

For those CAP measures that are potentially inconsistent with the CAP, mitigation measures **MM GHG 1** through **MM GHG 4** shall be implemented. With incorporation of mitigation measures **MM GHG 1** through **MM GHG 4**, Project impacts can be reduced to a less than significant level, and a determination scan be made

that the Project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Mitigation Measures:

MM GHG 1. CAP-1 Electric Vehicle Spaces. The project shall designate at least ten percent of the total employee and visitor four additional parking spaces for Clean Air Vehicles. Parking spaces for Clean Air Vehicles may be any combination of low-emitting, fuel-efficient and carpool/vanpool vehicles. Based on the current site plan, this measure would require 22 spaces out of the total of 221 spaces to be designated for Clean Air Vehicles.

MM GHG 2. CAP-2 Energy Efficient Building Standards Tier 1 Electives. The Project shall demonstrate consistency with Measure E-3.1 by selecting one of the following electives from the 2016 CALGreen Tier 1 Checklist (CBSC 2016):

- On-site renewable energy with documentation (A5.211.1 and A5.211.1.1);
- Green power (A5.211.3);
- Elevators with car lights and fan (A5.212.1.1 and A5.212.1.1.1);
- Escalators with controls (A5.212.1.1 and A5.212.1.4); or
- Steel framing (A5.213.1).

MM GHG 3. CAP-3 Indoor Water Conservation Tier 1 Electives. The Project shall demonstrate consistency with Measure E-4.2 by selecting one of the following electives from the 2016 CALGreen Tier 1 Checklist (CBSC 2016):

- Nonpotable water systems for indoor use (A5.303.2.3.4);
- Appliances and fixtures for commercial application (A5.303.3);
- Nonwater supplied urinals (A5.303.4.1);
- Dual plumbing (A5.303.5);
- Outdoor potable water use (A5.304.2);
- Restoration of areas disturbed by construction (A5.304.6);
- Previously developed sites with exception (A5.304.7);
- Graywater irrigation system (A5.304.8);
- Nonpotable water systems (A5.305.1); or
- Irrigation systems (A5.305.2).

MM GHG 4. CAP-4 Construction Waste Management Plan. The Project shall provide a Construction Waste Management Plan which demonstrates how the project would recycle and/or salvage for reuse a minimum of 65% of nonhazardous construction and demolition waste.

(Sources: *CAP Consistency Assessment (Appendix E)*)

VIII. HAZARDS AND HAZARDOUS MATERIALS

a) Would the Project 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. The only bulk hazardous materials used on site was 5w-30 oil. Other oil types, transmission fluid, antifreeze, or other material was stored in

limited quantities.

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 (CCR), 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. This is not considered unique mitigation under CEQA. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

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

b) Would the Project 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 with Mitigation Incorporated)

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. This is not considered unique mitigation under CEQA.

A *Phase I Environmental Site Assessment (Phase I ESA)* was prepared for the proposed Project site. According to the *Phase I ESA*, asbestos-containing materials (ACMs) may be present on the Project site for existing walls and mortar. The on-site presence of the suspect ACMs should not present a significant health hazard to property occupants, as long as their respective conditions do not deteriorate substantially. Nevertheless, federal and state laws require all ACMs that are likely to be disturbed or impacted by renovation or demolition activities to be removed prior to initiating any renovation or demolition activities that are likely to impact the ACMs. Mitigation measure **MM HAZ 1** requires the preparation of an ACM survey prior to any planned renovation or demolition and compliance with any remediation recommendations contained therein.

In addition, according to the *Phase I ESA*, based on the construction date of the walled structure (present since 1961), it is possible that lead-based paint (LBP) exists at the property. Mitigation measure **MM HAZ 2** requires the preparation of an LBP survey prior to any planned renovation or demolition and compliance with any remediation recommendations contained therein.

With the incorporation of mitigation measure **MM HAZ 1** and **MM HAZ 2**, any impacts will be reduced to a

less than significant level. Therefore, impacts are less than significant.

Mitigation Measures:

MM HAZ 1. Asbestos-Containing Materials (ACM). Prior to any planned renovation or demolition, the Project applicant shall perform an ACM survey of all potentially suspect material identified on site. The applicant shall comply with any and all applicable remediation recommendations contained in the ACM survey.

MM HAZ 2. Lead-Based Paint (LBP). Prior to any planned renovation or demolition, the Project applicant shall perform an LBP survey of all potentially suspect material identified on site. The applicant shall comply with any and all applicable remediation recommendations contained in the LBP survey.

(Sources: *Phase I ESA* (**Appendix F**); CCR; Code of Federal Regulations; Health and Safety Code)

c) Would the Project 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 0.35 miles south of the proposed Project site. Any other schools are located beyond 1 mile from 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. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: Google Maps)

d) Would the Project 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? (No Impact)

According to the *Phase I ESA*, the Project site is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As a result, the proposed Project would not create a significant hazard to the public or the environment as it pertains to this criterion. No impact will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: *Phase I ESA* (**Appendix F**))

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 nor is it located within two miles of a public use airport and as such, will have no safety hazard impacts on people residing or working in the Project area. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan Figure 2.7, Airport Influence Areas; Google Maps)

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? (No Impact)

The closest private airstrip located in proximity to the proposed Project site is located approximately 4.0 miles north-northwest of Skylark Airport and 3.78 miles north-northwest of Skylark Airport Influence Area. 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 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; therefore, it does not need to be evaluated for consistency with continued operations at the Skylark Airport. Due to the Project distance from Skylark Airport, 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. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR, Chapter 3.4, Transportation and Circulation; General Plan Figure 2.7, Airport Influence Areas; Google Maps)

g) Would the Project 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) Would the Project 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 Map My County, 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, of the General Plan EIR does not show the Project as being located in a fire hazard zone.

The Project site is currently vacant land, with the exception of a three-walled structure and one large billboard signs; one of the billboards was demolished as part of a City drainage improvement project and is not planned to be rebuilt. The walled structure consists of three sides constructed of concrete blocks. The purpose of the structure could not be confirmed; however, it may have been used as a loading ramp associated with a former railroad spur located nearby. A chain-link fence surrounds the northeastern, southeastern, and southwestern sides of the property. The property is bound to the northeast by I-15, to the southeast by 3rd Street, to the

southwest by Collier Avenue, and to the northwest by a currently vacant site that is in the process of constructing an extension of Crane Street. Surrounding properties are composed of vacant land, existing light industrial, and a retail commercial center currently under construction.

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; Riverside County *Map My County* (**Appendix K**); Project Description)

IX. HYDROLOGY AND WATER QUALITY

a) Would the Project 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 (National Pollutant Discharge Elimination System (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 the building, 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.

The Project will follow the existing condition drainage pattern and will generally carry runoff to the west side of the Project. Referring to Appendix B Hydrology Map, of the *Preliminary Hydrology Report*, drainage area A is defined as the area on the East side of the Project, parallel to the I-15 freeway. Stormwater sheet flows North into 2 proposed grated inlets and into 12" storm drains that outflow into the proposed Bioretention Basin A. Drainage area B, which is on the West side of the Project, adjacent to Collier Avenue, drains West into the proposed storm drain line that runs South-North through 5 grated inlets. Storm water is then directed to Bioretention Basin B.

During a 2-year storm event, the proposed bioretention basins are used to treat storm water using Best Management Practices (BMPs). The Project was determined to be infeasible to use infiltration BMPs. For that reason, an underdrain is provided in the gravel layer of the basins, which is used to convey treated water to the public storm drain system.

Specifically, treated storm water from Bioretention Basin A joins the treated storm water from Basin B in the

gravel layer using a solid 6-inch storm drain that connects the basins. Through the perforated underdrain, storm water is conveyed to the outflow pipe, where flows ultimately join the public storm drain line on Collier Avenue.

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: *Preliminary Hydrology Report (Appendix G)*; *WQMP (Appendix H)*)

- b) Would the Project 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 *WQMP*, 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. During a 2-year storm event, the proposed bioretention basins are used to treat storm water using Best Management Practices (BMPs). The Project was determined to be infeasible to use infiltration BMPs. For that reason, an underdrain is provided in the gravel layer of the basins, which is used to convey treated water to the public storm drain system.

Specifically, treated storm water from Bioretention Basin A joins the treated storm water from Basin B in the gravel layer using a solid 6-inch storm drain that connects the basins. Through the perforated underdrain, storm water is conveyed to the outflow pipe, where flows ultimately join the public storm drain line on Collier Avenue.

Additionally, moderate infiltration rates were identified on-site. These conditions are 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; *Preliminary Hydrology Report (Appendix G)*; *WQMP (Appendix H)*)

- c) Would the Project 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)**

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.

The Project will follow the existing condition drainage pattern and will generally carry runoff to the west side

of the Project. Referring to Appendix B Hydrology Map, of the *Preliminary Hydrology Report*, drainage area A is defined as the area on the East side of the Project, parallel to the I-15 freeway. Stormwater sheet flows North into 2 proposed grated inlets and into 12" storm drains that outflow into the proposed Bioretention Basin A. Drainage area B, which is on the West side of the Project, adjacent to Collier Avenue, drains West into the proposed storm drain line that runs South-North through 5 grated inlets. Storm water is then directed to Bioretention Basin B.

During a 2-year storm event, the proposed bioretention basins are used to treat storm water using BMPs. The Project was determined to be infeasible to use infiltration BMPs. For that reason, an underdrain is provided in the gravel layer of the basins, which is used to convey treated water to the public storm drain system.

Specifically, treated storm water from Bioretention Basin A joins the treated storm water from Basin B in the gravel layer using a solid 6-inch storm drain that connects the basins. Through the perforated underdrain, storm water is conveyed to the outflow pipe, where flows ultimately join the public storm drain line on Collier Avenue.

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: *Preliminary Hydrology Report* (**Appendix G**); *WQMP* (**Appendix H**))

d) Would the Project 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 bio-retention as outlined in the *WQMP*.

The bioretention facilities will reduce the peak flow to a level below the existing for the 2-year-24 hour storm events, and will 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: *WQMP* (**Appendix H**))

e) Would the Project 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)

Please reference the discussion in IX.c and IX.d., above. Implementation of the proposed Project will not 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. Any impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: *Preliminary Hydrology Report (Appendix G)*; *WQMP (Appendix H)*)

f) Would the Project 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 BMPs 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 BMPs 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: *WQMP (Appendix H)*)

g) Would the Project 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)

No housing is proposed. This question is not applicable to the Project. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: Project Plans (**Appendix L**))

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

The proposed Project is located in within Zone X (dotted) and Zone AO flood elevation. The Federal Emergency Management Agency (FEMA) defines Flood Zone X (dotted) as "areas of 0.2% annual-chance flood, areas of 1% -annual-chance flood with average depths of less than one foot, or drainage areas than one square mile, or areas protected by levees from 1% annual chance flood" and Zone AO as areas within the 100-year flood (flood depths of one to three feet).

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.

In addition, through the use of the proposed bioretention basins, peak runoff flows shall be reduced 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 are 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: *Phase I ESA (Appendix F)*; *Preliminary Hydrology Report (Appendix G)*)

i) Would the Project 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 located in within Zone X (dotted) and Zone AO flood elevation. FEMA defines Flood Zone X (dotted) as “areas of 0.2% annual-chance flood, areas of 1% -annual-chance flood with average depths of less than one foot, or drainage areas than one square mile, or areas protected by levees from 1% annual chance flood” and Zone AO as areas within the 100-year flood (flood depths of one to three feet). 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.

In addition, through the use of the proposed bioretention basins, peak runoff flows shall be reduced 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 HYDRO 1: Building Elevations. Described in Item IX.h above.

(Sources: Elsinore Area Plan; General Plan EIR Figure 3.9-1 – Hydrologic Resources; *Preliminary Hydrology Report (Appendix G)*)

j) Would the Project be subject to inundation by seiche, tsunami, or mudflow? (No Impact)

The proposed Project is located over 1.15 mile, up north-northeast and up gradient from Lake Elsinore. There is no possibility of a seiche from Lake Elsinore affecting the Project site given the Project’s approximate distance from Lake Elsinore, and because Lake drains to the south, away from the Project site. As noted in Section 6.a.iv (Geology and Soils), above, the Project site has not been identified as being in an area

susceptible to landslides, thus the potential for mudflow is relatively low, because the Project does not lie in a landslide hazard zone and no natural rivers or streams are located in the Project vicinity. The Project site is not subject to tsunami due to its elevation and distance (approximately 25 miles) from the Pacific Ocean. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: Google Maps)

IX. LAND USE AND PLANNING

a) Would the Project physically divide an established community? (No Impact)

As shown on **Table 2, Surrounding Land Uses**, above, 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. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; Zoning Map (**Figure 9**))

b) Would the Project 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)

As shown on **Table 2, Surrounding Land Uses**, above, 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. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; General Plan Land Use Map (**Figure 8**); Zoning Map (**Figure 9**))

c) Would the Project 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 all applicable sections of the MSHCP. Implementation of mitigation measures **MM BIO 1** and **MM BIO 2**, 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: *Focused Survey, Pre-Construction Survey, and Avoidance*. Defined in Item IV.a, above.

(Sources: *General Biological Resources Assessment (Appendix B)*)

XI. MINERAL RESOURCES

a) Would the Project 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. According to the *Phase I Environmental Site Assessment of Prospective Zamora Automotive Site Collier Avenue, Lake Elsinore California, April 26, 2017 (Phase I ESA)*, the Project site has been primarily vacant since 1901. A three-walled block enclosure has been depicted on the property since at least 1961. Two large billboard signs have occupied the property since 1985; one of the billboards was demolished as part of a City drainage improvement project and is not planned to be rebuilt.

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 regard 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 Land Use Map (**Figure 8**); *Phase I ESA (Appendix F)*)

b) Would the Project 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. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; General Plan Land Use Map (**Figure 8**); *Phase I ESA (Appendix F)*)

XII. NOISE

- a) **Would the Project result in 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 Impact)**

Noise exposure within the Project would be significant if proposed exterior spaces exceed noise levels of 70 Community Noise Equivalent Level (CNEL). Noise generated by the Project would be significant if daytime or nighttime noise levels at the property line of a Commercial Manufacturing zone exceed 70 dBA LEQ (A-weighted decibels, Equivalent Continuous Level) if daytime noise levels at the property line of General Commercial zone exceed 65 dBA LEQ, or if nighttime noise levels at the property line of a General Commercial zone exceed 60 dBA LEQ.

Exposure to Excessive Noise

On-site noise impacts would be significant if exterior noise levels adjacent to interior use areas exceed 70 CNEL. Vehicular noise from I-15 would be the most prominent noise source at the project site. As shown in Figure 4, Interstate 15 Noise Contours, of the *Acoustical Analysis Report*, noise levels in the northeastern portion of the site would exceed the 70 CNEL “clearly compatible” threshold. This portion of the site, however, is proposed as a parking area that would not include any noise-sensitive receptors or employees, and no noise control is required. Two portions of the proposed automotive dealership, the carwash and the service reception, are located in the northeastern portion of the site where noise levels would exceed 70 CNEL.

The noise level at the northeastern exterior wall of the car wash would be 74 CNEL, which is classified at “normally compatible”; however, there is no interior use associated with the car wash. The noise level at the exterior of the service reception would be 73 CNEL, which is also classified as “normally compatible.”

Because the service reception would be an interior use area, it would have to comply with the Zone B-Normally Compatible requirements. Project design features include conventional construction with closed windows and the provision of a fresh air supply or air conditioning system. Upon compliance with these requirements, on-site noise impacts would be less than significant.

Noise Generation

Modeling for the Project’s operations includes the combined noise levels generated by the automobile servicing floor, automated car wash, and hand detailing car wash. The 6-foot masonry wall currently located along the southeastern border of the site was included in the model. Receivers in the model were located at six off-site locations in the immediate vicinity of the Project site, as shown in Figure 5, Operational Noise Contours of the *Acoustical Analysis Report*. The results of this modeling are shown in **Table XII-1, Operational Noise Levels**, below.

**Table XII-1
Operational Noise Levels**

| Receiver | Zoning Designation | Noise Limit (dBA L_{EQ}) | Noise Levels (dBA L_{EQ}) |
|-----------------|---------------------------|-----------------------------------------|------------------------------------------|
| R1 | C2 | 65 | 48.2 |
| R2 | C2 | 65 | 52.8 |
| R3 | CM | 70 | 49.3 |
| R4 | CM | 70 | 35.7 |
| R5 | C2 | 65 | 37.4 |
| R6 | C2 | 65 | 48.0 |

Source: *Acoustical Analysis Report (Appendix I)*

Noise levels at all six receivers were below the applicable noise limit for the nearby Commercial Manufacturing and General Commercial zones. As such, noise impacts from future Project operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: *Acoustical Analysis Report (Appendix I)*)

b) Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Less than Significant Impact)

Vibration generated by the Project would be significant if construction-related ground-borne vibration levels exceed the “strongly perceptible” vibration annoyance potential criteria for human receptors, as specified by Caltrans (2013), of 0.1 inches per second peak particle velocity (PPV), or 2.0 inches per second PPV for damage to industrial structures.

An on-site source of vibration during project construction would be a vibratory roller (primarily used to achieve soil compaction as part of the foundation and paving construction), which may be used within 60 feet of the nearest off-site commercial use. A vibratory roller creates approximately 0.210 inches per second (in/sec) PPV at a distance of 25 feet. A 0.210 in/sec PPV vibration level would equal 0.08 in/sec PPV at a distance of 60 feet. This would be lower than the 0.1 in/sec PPV vibration annoyance potential criteria for human receptors and the 2.0 in/sec PPV potential criteria for damage to industrial structures. Furthermore, the vibratory roller would be short-term and temporary, and no vibration from operation of the project is anticipated. Therefore, temporary impacts associated with the vibratory roller (and other potential equipment) would be less than significant. No vibrations are anticipated with operations.

Mitigation Measures: No mitigation measures are required.

(Sources: *Acoustical Analysis Report (Appendix I)*)

c) Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? (Less than Significant Impact)

For traffic-related noise, impacts are considered significant in areas where implementation of the Project would result in an increase of the ambient noise level by 3 dBA or more.

The Project is expected to generate 1,487 daily trips, including 100 primary trips during the AM peak hour, 130 primary trips during the PM peak hour, and 215 trips during the Saturday peak hours. A general rule of thumb is that a doubling of vehicles would cause a doubling in sound energy (a 3 CNEL increase), which would be considered a perceptible and significant increase. PM peak hour traffic volumes with and without the added project traffic are shown in **Table XII-2, Existing and Future Traffic Volumes**, below.

Table XII-2
Existing and Future Traffic Volumes

| Roadway Segment | Existing | Existing + Project | Change from Existing | Direct Impact ¹ |
|-----------------------------|----------|--------------------|----------------------|----------------------------|
| Central Avenue | | | | |
| Northeast of Collier Avenue | 2,293 | 2,358 | +65 | No |
| Southwest of Collier Avenue | 1,011 | 1,011 | 0 | No |
| Collier Avenue | | | | |
| Southeast of Central Avenue | 1,072 | 1,170 | +98 | No |
| Northwest of Central Avenue | 1,750 | 1,783 | +33 | No |

Source: *Acoustical Analysis Report (Appendix I)*

Given the expected Project-related increase in traffic, the Project would not cause a doubling in traffic on Central Avenue, Collier Avenue, or other roads in the vicinity of the Project site, and therefore would not result in a 3 CNEL increase in ambient noise levels. Impacts from off-site traffic noise would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: *Acoustical Analysis Report (Appendix I)*)

d) Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? (Less than Significant Impact)

Construction activity would be considered significant for nearby commercial properties if the maximum noise level exceeds 85 dBA for non-scheduled, intermittent, short-term operation of mobile equipment; if the maximum noise level exceeds 75 dBA for repetitively scheduled and relatively long-term operation of stationary equipment; or if construction activity occurs between the hours of 7:00 p.m. and 7:00 a.m. of the next day, on a weekend, or on a holiday.

Construction of the Project would involve demolition of an existing on-site masonry wall, vegetation removal, grading, installation of underground utilities, construction of new buildings, and paving of the site. The magnitude of the impact would depend on the type of construction activity, equipment, duration of each construction phase, distance between the noise source and receiver, and intervening structures. Construction would generate elevated noise levels that may disrupt nearby commercial uses southwest of the Project.

Construction equipment would not all operate at the same time or location. Furthermore, construction equipment would not be in constant use during the 8-hour operating day. A scraper and a dozer would likely be used to grade the site. The simultaneous use of a scraper and dozer would be the loudest combination of equipment and was therefore analyzed to provide a conservative analysis for construction noise impacts. The nearest commercial property is located as close as 60 feet to areas of the Project site that would be graded. **Table XII-3, Construction Equipment Noise Levels**, below, provides the 60-foot distance noise level for expected construction equipment.

**Table XII-3
Construction Equipment Noise Levels**

| Unit | Percent Operating Time | L _{MAX} at 60 feet | dBA L _{EQ} at 60 feet |
|----------------------|------------------------|-----------------------------|--------------------------------|
| Backhoe | 40 | 76.0 | 72.0 |
| Concrete Mixer Truck | 40 | 77.2 | 73.2 |
| Concrete Pump Truck | 20 | 79.8 | 72.8 |
| Crane | 16 | 79.0 | 71.0 |
| Dozer | 40 | 80.1 | 76.1 |
| Dump Truck | 40 | 74.9 | 70.9 |
| Excavator | 40 | 79.1 | 75.1 |
| Front End Loader | 40 | 77.5 | 73.5 |
| Paver | 50 | 75.6 | 72.6 |
| Roller | 20 | 78.4 | 71.4 |
| Scraper | 40 | 82.0 | 78.0 |

Source: *Acoustical Analysis Report (Appendix I)*

Based on these assumptions, the maximum noise level (L_{MAX}) generated by the simultaneous use of a scraper and a dozer at the point closest to the commercial uses across Collier Avenue would be 82.0 dBA L_{MAX}. This would not exceed the maximum allowable noise level of 85 dBA L_{MAX} for nonscheduled, intermittent, short-term operation of mobile equipment. Construction-related noise may be out of compliance at the properties immediately adjacent to the southeastern and northwestern boundaries of the Project site; however, the pump station to the southeast is assumed to be unoccupied and the commercial property under construction to the northwest is assumed to not be in operation until after the completion of the proposed Project's construction activities. Therefore, temporary increases in noise level from construction activities would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: *Acoustical Analysis Report (Appendix I)*)

- 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? (No Impact)**

Noise exposure within the Project would be significant if proposed exterior spaces exceed noise levels of 70 CNEL. 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 is located well beyond the 70 CNEL noise contour for the airport. The Project will not impact expose people residing or working in the Project area to excessive noise levels. No impacts will occur.

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? (Less than Significant Impact)**

Noise exposure within the Project would be significant if proposed exterior spaces exceed noise levels of 70 CNEL. The closest private airstrip located in proximity to the proposed Project site is located approximately 4.0 miles north-northwest of Skylark Airport and 3.78 miles north-northwest of Skylark Airport Influence

Area. 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 is located well beyond the 70 CNEL noise contour for the airport) and as such does not need to be evaluated for noise impacts upon the Project. Thus, the proposed Project will not expose people residing or working in the Project area to excessive noise levels. No impact will occur.

Mitigation Measures: No mitigation measures are required.

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

XIII. POPULATION AND HOUSING

a) Would the Project 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)

According to the Department of Finance (DOF) population estimates, the City of Lake Elsinore had a population of 63,365 as of January 1, 2018. The Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Adopted Growth Forecast projects an estimated population of 111,400 by the year 2040. According to the SCAG RTP/SCS, Lake Elsinore had an employment base of 11,200 in 2012 and is projected to increase to 31,700 by the year 2040. The increases in population as a result of the Project are insignificant as they are within the growth assumptions estimated by SCAG for the City of Lake Elsinore General Plan. In addition, the proposed Project is consistent with the General Plan Land Use designation and Zoning classification of General Commercial. No new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Department of Finance, Southern California Association of Governments Final 2016 RTP/SCS, Demographics & Growth Forecasts Appendix)

b) Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (No Impact)

No housing is located on the proposed Project site. This question is not applicable to the Project. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: Google Maps)

c) Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (No Impact)

No housing is located on the proposed Project site; therefore, no people reside n the proposed Project site. This question is not applicable to the Project. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: Google Maps)

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 (RCFD) and the California Department of Forestry and Fire Protection (CalFire). The nearest fire station is Station #97 Rosetta Canyon, located approximately 1.2 miles northeast of the Project site. 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 (LEMC) 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. This is a standard requirement and not considered unique mitigation under CEQA.

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: Google Maps; 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 (RCSO). The Lake Elsinore Police Department/Sheriff's Station is located at 333 West Limited Street, approximately 1.45 miles south-southeast of the proposed Project site. Chapter 16.74 of the LEMC 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. This is a standard requirement and not considered unique mitigation under CEQA. 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 Maps; LEMC)

c) Schools? (Less than Significant Impact)

The proposed Project site is located within the Lake Elsinore Unified School District (LEUSD). 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. This is a standard requirement and not considered unique mitigation under CEQA. 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: LEUSD)

d) Parks? (Less than Significant Impact)

The proposed Project does not propose residential uses; therefore, 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) of the LEMC 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. This is a standard requirement and not considered unique mitigation under CEQA. 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 1.25 miles south-southeast of the Project site. Section 16.34.060 in Chapter 16.34 (Required Improvements) of the LEMC 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. This is a standard requirement and not considered unique mitigation under CEQA. Therefore, impacts related to libraries are less than significant.

Chapter 16.74 of the LEMC 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. This is a standard requirement and not considered unique mitigation under CEQA. 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 Maps; 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. Based on a review of Google Maps, 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. This is a standard requirement and not considered unique mitigation under CEQA.

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: Google Maps)

b) Would 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 a new 53,425 square feet automobile sales and service facility 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. This is a standard requirement and not considered unique mitigation under CEQA. 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) **Would the Project 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 June, 19 2018 was prepared for the Project by David Evans and Associates, Inc. to evaluate the proposed Project's impacts on traffic. Based on the analysis in the *TIA*, the proposed Project is projected to generate approximately 100 primary trips during the AM peak, 130 primary trips during the PM peak, and 215 trips during the Saturday peak periods.

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

- Existing Conditions;
- Existing Plus Project Conditions;
- Project Conditions; and
- Cumulative (Background) Conditions.

Intersections

An Intersection peak hour Level of Service (LOS) analysis was conducted at the following six (6) study locations, including the Project access driveways:

1. Collier Avenue / Central Avenue (SR-74)
2. Collier Avenue / Crane Street
3. Collier Avenue / Project Driveway "A"
4. Collier Avenue / Project Driveway "B"
5. I-15 SB Ramps / Central Ave (SR-74)
6. I-15 NB Ramps / Central Ave (SR-74)

Capacity Analysis Methodologies

Intersection capacity analyses were conducted using Synchro software, which implements the methods of the Highway Capacity Manual (HCM 2010) used in the *TIA*. The intersection capacity analyses utilize existing intersection geometrics and existing and forecasted traffic volumes in analyzing AM and PM peak hour intersection operating conditions. The Highway Capacity Manual (HCM) traffic analysis methodology calculates intersection Level of Service (LOS) based on the control delay (in seconds per vehicle) of vehicles

utilizing intersections. However, the use of delay to determine LOS for intersections controlled by traffic signals is different than intersections controlled by stop signs as described in the following sections.

Signalized Intersections

The analysis determines a level of service that quantitatively describes the operating characteristics of signalized intersections. Level of service is defined by the control delay of all vehicles passing through the intersection that is attributed to the traffic signal. **Table XVI-1, HCM 2010 – LOS Criteria for Signalized Intersections**, below, provides the HCM 2010 LOS thresholds for signalized intersections.

**Table XVI-1
HCM 2010 – LOS Criteria for Signalized Intersections**

| LOS | Control Delay per Vehicle (seconds/vehicle) |
|-----|---------------------------------------------|
| A | ≤ 10 |
| B | $> 10 \text{ and } \leq 20$ |
| C | $> 20 \text{ and } \leq 35$ |
| D | $> 35 \text{ and } \leq 55$ |
| E | $> 55 \text{ and } \leq 80$ |
| F | > 80 |

Source: TIA (**Appendix J**)

Unsignalized Intersections

Table XVI-2, HCM 2010 – LOS Criteria for one way stop controlled (OWSC), two way stop controlled (TWSC), and all way stop controlled (AWSC), below, provides the HCM 2010 LOS thresholds for OWSC, TWSC, and AWSC intersections. The performance measure defining level of service is control delay similar to signalized intersections, however, the delay at OWSC and TWSC intersections is computed for each movement and identifies the most critical (or worst) movement to define LOS for the entire intersection. The critical movement is typically the stop controlled left turn or through movement from the minor street. At AWSC intersections, the average control delay of the entire intersection defines LOS since each movement can proceed in a sequential manner.

**Table XVI-2
HCM 2010 - LOS Criteria for OWSC, TWSC, and AWSC**

| LOS | Control Delay per Vehicle (seconds/vehicle) |
|-----|---------------------------------------------|
| A | ≤ 10 |
| B | $> 10 \text{ and } \leq 15$ |
| C | $> 15 \text{ and } \leq 25$ |
| D | $> 25 \text{ and } \leq 35$ |
| E | $> 35 \text{ and } \leq 50$ |
| F | > 50 |

Source: TIA (**Appendix J**)

Level of Significance

The City of Lake Elsinore has adopted a LOS "D" as the minimum acceptable level of service at intersections within the City's jurisdiction regardless of type of control and require mitigation if a development project causes the LOS to degrade below this minimum or pay a fair-share of the mitigation if a development project contributes to a degraded LOS under cumulative conditions. Caltrans' Traffic Impact Guidelines identifies a minimum target level of service is the transition between LOS C and D on State highway facilities. At

intersections, this minimum level of service is applied to signalized intersections and ramp terminals and is considered the State standard. However, the State recognizes that this standard may not be achievable - particularly in suburban and urban areas - and therefore recommends that the lead agency consult with Caltrans to determine the appropriate target level of service. At a minimum, the existing level of service should be maintained at a Caltrans intersection if it found to be operating below the target level of service without any proposed development.

Existing Traffic Analysis

The existing intersection capacity analysis uses existing intersection geometrics and existing AM and PM peak hour traffic counts to determine level of service. **Table XVI-3, Intersection Capacity Analysis - Existing Conditions**, below, shows that all of the intersections are operating acceptably during the AM (7:00-9:00 AM), PM (4:00-6:00 PM), and Saturday (1:00-3:00 PM) peak periods.

**Table XVI-3
Intersection Capacity Analysis - Existing Conditions**

| Intersection | Weekday AM Peak Hour | | Weekday PM Peak Hour | | Saturday Peak Hour | |
|--------------------------------------------|-------------------------|------------------|-------------------------|------------------|-----------------------|------------------|
| | Delay ¹ | LOS ² | Delay ¹ | LOS ² | Delay ¹ | LOS ² |
| Collier Avenue @ Central Avenue | 29.9 | C | 43.8 | D | 44.9 | D |
| Collier Avenue @ Crane Street ³ | 23.6 | C | 31.6 | D | 14.4 | B |
| I-15 SB Ramps @Central Avenue | 42.0 | D | 23.8 | C | 17.3 | B |
| I-15 NB Ramps @Central Avenue | 20.3 | C | 16.7 | B | 18.1 | B |

Source: TIA (**Appendix J**)

¹ Delay in seconds per vehicle

² LOS = Level of Service

³ Currently an unsignalized intersection

Existing Plus Project Conditions

The Existing plus Project Conditions scenario identifies the Project's impacts if it were built today. This section describes the estimated trip generation of the Project and the Existing Plus Project analysis.

Project Trip Generation

To identify potential traffic impacts, trip generation rates are applied to the proposed land uses to estimate Project vehicle trips. Trip generation rates for the Automobile Sales (ITE Land Use Category 840) obtained from the Institute of Transportation Engineers (ITE) Trip Generation manual, 10th Edition.

Table XVI-4, Project Trip Generation, below, summarizes the estimated trip generation for the Project site during the weekday AM peak hour (7-9 AM), the weekday PM peak hour (4-6 PM), and the Saturday peak hour (1:00-3:00 PM) for automobile sales land uses. The Project would generate 100 primary trips during the AM peak, 130 primary trips during the PM peak, and 215 trips during the Saturday peak periods.

**Table XVI-4
Project Trip Generation**

| Use | Daily | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | | Saturday Peak Hour | | |
|------------------------------------------------------------|-------|-------------------------|------|-------|-------------------------|------|-------|-----------------------|------|-------|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| Automobile Sales | | | | | | | | | | |
| Trip Generation Rates (ITE 840) Per 1,000 Sq. Ft GFA | 27.94 | 1.37 | 0.50 | 1.87 | 0.97 | 1.46 | 2.43 | 2.01 | 2.01 | 4.02 |
| Project Trip Generation 53,425 Sq. Ft GFA | 1,487 | 73 | 27 | 100 | 52 | 78 | 130 | 107 | 107 | 215 |

Source: TIA (**Appendix J**)

GFA = Gross floor area.

Project Trip Distribution and Assignment

Project trips are distributed by direction and assigned to the local street network. The distribution of the primary Project trips is illustrated in Figure 5, Primary Trip Distribution of the TIA. The Project trips assigned to the existing street network are illustrated in Figure 6, Project Trips of the TIA.

Existing Plus Project Traffic Analysis

Table XVI-5, Intersection Capacity Analysis – Existing Plus Project Conditions, below, shows that under Existing Plus Project Condition, the study intersections would continue to operate acceptably with existing and currently under construction traffic control and lane geometrics.

**Table XVI-5
Intersection Capacity Analysis – Existing Plus Project Conditions**

| Intersection | Weekday AM Peak Hour | | Weekday PM Peak Hour | | Saturday Peak Hour | |
|-------------------------------------------------------------|----------------------------|------------------|----------------------------|------------------|-----------------------|------------------|
| | Delay ¹ | LOS ² | Delay ¹ | LOS ² | Delay ¹ | LOS ² |
| Collier Avenue @ Central Avenue | 30.2 | C | 45.7 | D | 51.2 | D |
| Collier Avenue @ Crane Street/Project Driveway ⁴ | 36.8 | E | 72.3 | F | 23.4 | C |
| With Committed Intersection Improvements ³ | 8.8 | A | 11.9 | B | 12.9 | B |
| Collier Avenue at Project Driveway “A” ⁴ | 11.6 | B | 10.6 | B | 10.5 | B |
| I-15 SB Ramps @Central Avenue | 42.6 | D | 24.5 | C | 18.1 | B |
| I-15 NB Ramps @Central Avenue | 20.7 | C | 18.9 | B | 18.5 | B |

Source: TIA (**Appendix J**)

¹ Delay in seconds per vehicle

² LOS = Level of Service

³ See discussion below on planned, committed and funded transportation improvements

⁴ Currently an unsignalized intersection

Planned, Committed and Funded Transportation Improvements

This section describes intersection and roadway improvements that are anticipated to be implemented by others under either existing or future cumulative conditions. The improvements and their sources are described below:

1) Collier Avenue at Crane Street/Private Driveway. The installation of a traffic signal at the intersection of

Collier Avenue / Crane Street / Private Driveway is a conditioned improvement required of the Central Plaza development (the property immediately to north of the proposed Project), which is currently under construction. As such, the traffic signal is considered a quasi-funded and committed improvement and is anticipated to be completed before opening day of the Central Plaza development.

The mitigation measure for the Central Plaza project for this intersection that includes:

- a. Construction of the east leg a Private Driveway providing access to the Central Plaza development (Central Plaza is responsible for constructing half of the private driveway and the proposed Project is responsible for the other half).
- b. Modify the lane configuration on all approaches to accommodate movements into and out of the new private driveway including an exclusive left-turn lane and a shared through-right lane on the westbound and northbound approaches; an exclusive left-turn lane, a through lane, and a shared through-right lane on the southbound approach, and a single shared left-through-right lane on the westbound approach.
- c. Install a traffic signal.

The improvements above are project specific improvements for the Central Plaza development under construction concurrent to the construction of the development. Therefore, the analysis in *TIA* assumed this improvement is implemented under the Existing Plus Project scenario.

2) Collier Avenue at Central Avenue. The Central Plaza development proposed improvements along its frontage with Collier Avenue and the intersection of Collier Avenue/Central Avenue that include:

- a. Widen the northbound Collier Avenue approach to Collier Avenue/Central Avenue intersection to provide an additional northbound through lane, an additional right-turn lane, and modify the signal phasing to provide a northbound and a westbound right-turn overlap.

3) Central Avenue at I-15 Southbound Ramps. The Central Plaza development proposed improvements along its frontage with Central Avenue and the intersection of Central Avenue/ I-15 Southbound Ramps that include:

- a. Widen Central Avenue along the development's frontage between Collier Avenue and the I-15 Southbound Ramps to add an eastbound travel lane and reconfigure the eastbound approach of the intersection to provide three through lanes and an exclusive right turn lane.

These improvements are under construction concurrent to the construction of the Central Plaza development. The analysis in the *TIA* identifies that the intersection does not incur impacts until Cumulative Conditions. The improvements above are off-site improvements conditioned for the Central Plaza development. Therefore, the analysis in this report assumes this improvement is implemented under the Future Cumulative Condition scenario, which is discussed below.

As shown in **Table XVI-5**, above, existing Plus Project Condition, the study intersections would continue to operate acceptably with existing and currently under construction traffic control and lane geometrics, as presented above.

Existing Plus Project Conditions

The proposed Project is anticipated to open in the Year 2019. The Project Conditions scenario evaluates impacts due to the Project plus ambient growth in traffic within the study area up to the Project Buildout Year of 2019. Typically, ambient growth in traffic ranges from 1% to 2% annually-the ambient growth in traffic in the *TIA* uses a 2% annual rate of growth applied to the traffic volumes projected under the Existing Plus Project scenario (above).

Project Traffic Analysis

The intersection capacity analysis of Project Conditions utilized the existing and currently under construction intersection geometrics described for the Existing Plus Project scenario and the section on planned, committed and funded transportation improvements, as well as the projected AM and PM peak hour traffic volumes shown in Figure 9 of the *TIA*. The results of the analysis are shown in **Table XVI-6, Intersection Capacity Analysis – Project Conditions**, below.

Table XVI-6
Intersection Capacity Analysis – Project Conditions

| Intersection | Weekday AM Peak Hour | | Weekday PM Peak Hour | | Saturday Peak Hour | |
|----------------------------------------------------------------------------------------------------------------------|----------------------------|------------------|----------------------------|------------------|-----------------------|------------------|
| | Delay ¹ | LOS ² | Delay ¹ | LOS ² | Delay ¹ | LOS ² |
| Collier Avenue @ Central Avenue | 30.8 | C | 47.7 | D | 54.0 | D |
| Collier Avenue @ Crane Street/Project Driveway ⁴ With Committed Intersection Improvements ³ | 38.6 8.9 | E A | 79.8 12.0 | F B | 24.1 12.9 | C B |
| Collier Avenue at Project Driveway “A” ⁴ | 11.7 | B | 10.7 | B | 10.5 | B |
| I-15 SB Ramps @Central Avenue | 45.0 | D | 25.5 | C | 18.5 | B |
| I-15 NB Ramps @Central Avenue | 21.5 | C | 17.3 | B | 18.3 | B |

Source: *TIA* (**Appendix J**)

¹ Delay in seconds per vehicle

² LOS = Level of Service

³ See discussion above on planned, committed and funded transportation improvements

⁴ Currently an unsignalized intersection

As shown in **Table XVI-6**, above, the study intersections would continue to operate acceptably with the existing geometrics and currently under construction traffic control and intersection modifications.

Cumulative Conditions

The Cumulative Conditions scenario evaluates potential project impacts cumulatively with ambient traffic growth, and growth in traffic from development that has been approved but not yet constructed. Traffic estimated from cumulative development is added to the traffic projections developed for the Project Conditions scenario (described above). The estimated AM and PM peak period trip generation for cumulative development was obtained from the Central Plaza Traffic Impact Study. A total of 30 cumulative projects were utilized for the *TIA* (please reference Table 5-1: Estimated Trip Generation for Cumulative Development, from p. 18 of the *TIA*). Total trip generation from these 30 cumulative projects is 456,607 daily trips.

Cumulative Traffic Analysis

The intersection capacity analysis of Cumulative Conditions utilized the projected AM and PM peak hour traffic volumes shown in Figure 11 of the *TIA*, and the intersection geometrics described above for the Existing Plus Project scenario and the section on planned, committed and funded transportation improvements and shown in Figure 12 of the *TIA*. The results of the analysis are shown in **Table XVI-7, Intersection Capacity Analysis – Cumulative Conditions**, below.

Table XVI-7
Intersection Capacity Analysis – Cumulative Conditions

| Intersection | Weekday AM Peak Hour | | Weekday PM Peak Hour | | Saturday Peak Hour | |
|----------------------------------------------------------------------------------------------------------------------|----------------------------|------------------|----------------------------|----------------------|-----------------------|------------------|
| | Delay ¹ | LOS ² | Delay ¹ | LOS ² | Delay ¹ | LOS ² |
| Collier Avenue @ Central Avenue With Committed Intersection Improvements ³ | 79.0 44.5 | E D | 104.2 41.8 | F D | 55.6 27.6 | D C |
| Collier Avenue @ Crane Street/Project Driveway ⁴ With Committed Intersection Improvements ³ | 63.3 16.5 | F B | 243.1 14.5 | F B | 23.7 12.4 | C B |
| Collier Avenue at Project Driveway “A” ⁴ | 12.0 | B | 12.1 | B | 10.5 | B |
| I-15 SB Ramps @Central Avenue With Committed Intersection Improvements ³ | 53.5 44.8 | D D | 59.7 39.0 | E D | 19.2 21.8 | B C |
| I-15 NB Ramps @Central Avenue | 43.2 | D | 53.8 | D | 18.5 | B |

Source: TIA (**Appendix J**)

¹ Delay in seconds per vehicle

² LOS = Level of Service

³ See discussion above on planned, committed and funded transportation improvements

⁴ Currently an unsignalized intersection

As shown in **Table XVI-7**, above, the study intersections would operate acceptably with either existing geometrics, or with implementation of committed intersection improvements.

The proposed Project will have impact on one study intersection under Existing Plus Project and Opening Year Plus Project Conditions. The study intersections would operate acceptably with either existing geometrics or after implementation of committed intersection improvements. Therefore, there are no required off-site mitigation measures.

The installation of a traffic signal at the intersection of Collier Avenue / Crane Street / Private Driveway is a conditioned improvement required of the Central Plaza development, which is currently under construction. As such, the traffic signal is considered a quasi-funded and committed improvement and is anticipated to be completed before opening day of the Central Plaza development.

A traffic signal is required at the intersection of Collier Avenue / Crane Street / Private Driveway for the project to have no impact under Existing + Project, Project Opening Day and Cumulative scenarios. Therefore, in the event the Central Plaza development does not implement the traffic signal at the Collier Avenue / Crane Street / Private Driveway prior to the Project’s opening day, the Project may be required to implement the traffic signal and be reimbursed through a fair-share agreement with the Central Plaza development. The fair-share responsibility of the Project and the Central Plaza development is based on the proportion of weekday PM peak hour trips using the intersection by each development. The Project fair-share percentage is 61%. Therefore, mitigation measure **MM TR1** shall be implemented, which requires payment of this fair-share percentage should the Central Plaza development not implement the traffic signal at the Collier Avenue / Crane Street / Private Driveway prior to the Project’s opening day. Fair-share payment is considered adequate mitigation under CEQA.

The following Project design features shall be implemented:

1. Construct half of the ultimate Collier Avenue section along the project's frontage.
 - a. Driveways "A" and "B" are restricted to right turn in and right turn out only by construction of the median in Collier Avenue.
 - b. Driveways accessing Collier Avenue and Crane Street/Private Driveway require standard pavement

markings and signage conforming to the standards in the California Manual on Uniform Traffic Control Devices.

2. Provide driveway access to Private Driveway. The ultimate width of Private Driveway is being constructed by the adjacent commercial development.
3. The landscaping plan should include planting restrictions in the areas shown to maintain clear sight lanes.
4. Provide on-site signs at driveway entries directing service customers to the service reception area.

Lastly, the Project will be required to pay the applicable Transportation Uniform Mitigation Fee (TUMF) at the time of building permit issuance. The TUMF pays the Project's share of impacts to regional roadway facilities. Payment of TUMF is not considered unique mitigation under CEQA.

According to Figure 3.4-25 of the General Plan EIR, a Class II bikeway is proposed along Collier Avenue. A Class II bikeway provides a striped lane for one-way bike travel. This bikeway will be provided by the Project. In addition, the proposed Project will include short- and long-term bicycle parking. Improvements related to safety contained in Project design features 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 Central Plaza 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 Project design features. Therefore, impacts are less than significant.

Therefore, with the implementation of Project design features, payment of TUMF, incorporation of mitigation measure **MM TR 1**, and the provision of sidewalks and bike parking, any Project impacts that could 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 would be reduced to a less than significant level.

Mitigation Measures:

MM TR 1: *Fair-Share Payment*. In the event the Central Plaza development does not implement the traffic signal at the Collier Avenue / Crane Street / Private Driveway prior to the Project's opening day, the Project may be required to implement the traffic signal and be reimbursed through a fair-share agreement with the Central Plaza development. The fair-share responsibility of the Project and the Central Plaza development is based on the proportion of weekday PM peak hour trips using the intersection by each development. The Project fair-share percentage is 61%.

(Sources: *TIA (Appendix J)*)

- b) Would the Project 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)**

According to Table 2-1-CMP System of Highways and Roadways, in the 2011 Riverside County Congestion Management Program (CMP), the Riverside County Transportation Commission (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 LOS on a non-exempt segment to fall to “F” to prepare deficiency plans. 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) at Cumulative Conditions. After implementation of committed intersection improvements, described above, which are not associated with the Project, these deficiencies will be rectified. Therefore, the proposed Project will have a less than significant impact.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; RCTC CMP; *TIA* (**Appendix J**))

c) Would the Project 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? (No Impact)

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. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

d) Would the Project 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 Impact)

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 Project design feature improvements related to Collier Avenue, on-site circulation, sight distance and directional signage which will serve to reduce any potential hazards. Thus, proposed Project will not substantially increase hazards due to a design feature or incompatible uses. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; *TIA* (**Appendix J**); Zoning Map (**Figure 9**))

e) Would the Project result in inadequate emergency access? (Less than Significant Impact)

The proposed Project will include three access points:

- (1) A right-in/right-out on Collier Avenue (Driveway “A”);
- (2) A right-in/right-out on Collier Avenue (Driveway “B”); and
- (3) An access location at the northerly portion of the Project to a private driveway/Crane Street.

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 has been reviewed by the City Fire Department for compliance with the specific fire requirements applicable to the Project. 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 have determined that any modifications to existing roadways provide 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) Would the Project 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 Impact)

According to Figure 3.4-25 of the General Plan EIR, a Class II bikeway is proposed along Collier Avenue. A Class II bikeway provides a striped lane for one-way bike travel. This bikeway will be provided by the Project. In addition, the proposed Project will include short- and long-term bicycle parking. Improvements related to safety contained in Project design features will ensure that adequate sight distance is provided at each Project access location which will support Project compatibility with bicycle traffic.

In addition, the RTA provides public bus service to the City. RTA bus Routes 7 and 22 operate within the vicinity of the Project site. Additionally, the Central Plaza 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 Project design features. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Project Description; General Plan EIR Figure 3.4-25 – Proposed Bikeways; *TIA (Appendix J)*; Central Plaza Mitigated Negative Declaration No. 2016-01)

XVII. TRIBAL CULTURAL RESOURCES

a) Would the Project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)? (Less than Significant with Mitigation Incorporated)

A Project-specific *Cultural Resources Inventory* including a records search, Sacred Land File search, Native American outreach, historic archival research, and a field survey was conducted for the Project area. The *Cultural Resources Inventory* details the methods and results of the cultural resources survey and has been prepared to comply with the California Environmental Quality Act (CEQA).

The records search conducted at the Eastern Information Center (EIC) at the University of California,

Riverside on March 7, 2018 indicated that 31 previous cultural resources studies have been conducted within one mile of the Project area, none of which occurred within the Project site. The records search results also indicated that a total of 20 cultural resources have been previously recorded within one mile of the Project area; however, no sites have been recorded within the Project site.

The Native American Heritage Commission (NAHC) was contacted on March 7, 2018 for a Sacred Lands File search and list of tribal contacts. The response, received on March 8, 2018, indicated that the Sacred Lands File search was negative, however the area is sensitive for cultural resources.

The field investigations included intensive pedestrian survey of the study area by HELIX archaeologist Mary Villalobos and Native American monitor Cameron Linton of Pechanga Band of Luiseño Mission Indians (Pechanga) on March 16, 2018. The survey identified a three-walled structure made of cinder blocks and wood posts of an unknown age. The 1953 USGS 7.5-minute Elsinore quadrangle map, based on aerial photos taken in 1951, shows a structure in the southwest corner of the Project. However, it is not known if this mapped structure represents the current three-walled structure, seen on aerial imagery from 1967, which is the earliest available for the project site. No historic or prehistoric artifactual material was observed.

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 May 1, 2018, the City provided written notification of the Project in accordance with AB 52 to the following Native American tribes:

- Agua Caliente Band of Cahuilla Indians;
- Morongo Band of Mission Indians;
- Pechanga Band of Luiseño Indians;
- Rincon Band of Luiseño Indians;
- Soboba Band of Luiseño Indians; and
- Torres Martinez Desert Cahuilla Indians.

Of the tribes notified, only the Pechanga Band of Luiseño Indians requested formal government-to-government consultation under AB 52. The City and met the Pechanga Band of Luiseño Indians on May 17, 2018. Consultation concluded on June 21, 2018. The Pechanga Band of Luiseño Indians requested modified language to the mitigation measure during consultation. These modifications are reflected in mitigation measures **MM CUL 1** through **MM CUL 10**, below.

With the incorporation of mitigation measures **MM CUL 1** through **MM CUL 10**, the Project will not cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k). Impacts will be less than significant with the incorporation of mitigation.

Mitigation Measures:

MM CUL 1: *Retain archaeologist/Native American Monitor.* At least 30 days prior to any grading, excavation and/or other ground-disturbing activities on the Project site, the applicant shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology and listed on the Register of Professional Archaeologists (RPA) or the County of Riverside list of qualified archaeologists to implement the monitoring program, including the monitoring all ground-disturbing activities by an archaeologist and a Native American tribal monitor.

MM CUL 2: *Cultural Resources Monitoring Plan.* The Project Archaeologist, in consultation with the Monitoring Tribe, the City, and the applicant, 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 coordination of a monitoring schedule as agreed upon by the Monitoring Tribe, the Project Archaeologist, the City, and the applicant; and
- c. The protocols and stipulations that the Monitoring Tribe, the Project Archaeologist, the City, and the applicant will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resources.

MM CUL 3: *Sensitivity Training.* Prior to any grading, excavation and/or other ground-disturbing activities on the Project site, the Project Archaeologist and the Monitoring Tribe shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The Project construction manager shall ensure that construction personnel are made available for and attend the training and shall retain documentation demonstrating attendance.

MM CUL 4: *Authority to Stop and Redirect Excavation.* In accordance with the agreement required in MM CUL 2, the archaeological monitor and designated tribal monitor shall have the authority to stop and redirect excavation in order to evaluate the significance of any archaeological resources discovered within the Project site.

MM CUL 5: *Artifacts of Native American Origin.* All artifacts discovered at the development site shall be inventoried and analyzed by the archaeological monitor and Native American monitor. If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop. The Project Archaeologist/archaeological monitor and Native American monitor shall analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribes. All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling. The applicant shall relinquish ownership of all cultural resources. Native American artifacts that cannot be avoided or relocated at the project site shall be prepared in a manner for curation. Within a reasonable amount of time, the Project Archaeologist, following consultation with the Monitoring Tribe, shall deliver the materials to a qualified repository in Riverside County that meets or exceeds federal standards per 36 CFR Part 79 and which shall be made available to all qualified researchers and tribal representatives.

MM CUL 6: *Inadvertent Discoveries of Subsurface Archaeological/Cultural Resources.* If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Project archaeologist and the Tribal monitor, in consultation with the City, shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. The determination as to the significance or the mitigation for such resources will be based on the provisions of CEQA and shall take into account the religious beliefs, customs, and practices of the Tribes.

MM CUL 7: *Final Archaeological Report.* The Project Archaeologist shall prepare a final archaeological report within sixty (60) days of completion of the Project. The report shall follow Archaeological Resource Management Report (ARMR) Guidelines and City requirements and shall include at a minimum: a discussion of monitoring methods and techniques used; the results of the monitoring program, including any artifacts recovered; an inventory of any resources recovered; updated DPR forms, if any; and any other site(s) identified; final disposition of the resources; and any additional recommendations. A final copy shall be submitted to the City, EIC, and the Monitoring Tribe.

MM CUL 8: *Human Remains.* If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the coroner shall contact the NAHC within 24 hours. Subsequently, the NAHC shall identify the person or persons it believes to be the “most likely descendant.” The most likely descendant may then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98

MM CUL 9: *Monitoring Agreement.* At least 30 days prior to grading, excavation and/or other ground-disturbing activities the applicant shall contact the appropriate Tribe to notify the Tribe of excavation activities and coordinate with the Tribe to develop a Monitoring Agreement. The Agreement shall address the designation, responsibilities, and participation of Native American tribal monitors during excavation and other ground disturbing activities and construction scheduling.

MM CUL 10: *Avoidance of 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 Resources Inventory* (**Appendix C**); City AB 52 Notification Letters (**Appendix N1**); Tribal AB 52 Response Letters (**Appendix N2**))

- b) **Would the Project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c). of Public Resources Code Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance to a California Native tribe? (Less than Significant with Mitigation Incorporated)**

Please reference the discussion in Item XVII.a, above. With the incorporation of mitigation measures MM CUL 1 through MM CUL 10, the Project will not cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place,

cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. Impacts will be less than significant with the incorporation of mitigation.

Mitigation Measures:

MM CUL 1: *Retain archaeologist/Native American Monitor.* Described in Item XVII.a above.

MM CUL 2: *Cultural Resources Monitoring Plan.* Described in Item XVII.a above.

MM CUL 3: *Sensitivity Training.* Described in Item XVII.a above.

MM CUL 4: *Authority to Stop and Redirect Excavation.* Described in Item XVII.a above.

MM CUL 5: *Artifacts of Native American Origin.* Described in Item XVII.a above.

MM CUL 6: *Inadvertent Discoveries of Subsurface Archaeological/Cultural Resources.* Described in Item XVII.a above.

MM CUL 7: *Final Archaeological Report.* Described in Item XVII.a above.

MM CUL 8: *Human Remains.* Described in Item XVII.a above.

MM CUL 9: *Monitoring Agreement.* Described in Item XVII.a above.

MM CUL 10: *Avoidance of Sacred Sites.* Described in Item XVII.a above.

(Sources: *Cultural Resources Inventory* (**Appendix C**); City AB 52 Notification Letters (**Appendix N1**); Tribal AB 52 Response Letters (**Appendix N2**))

XVIII. UTILITIES AND SERVICE SYSTEMS

a) Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (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. 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. Payment of these fees is not considered unique

mitigation under CEQA. Thus, the proposed Project is not anticipated to exceed wastewater treatment requirements of the applicable Water Quality Control Board (SARWQCB). Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: EVMWD; General Plan EIR)

b) Would the Project 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? (Less than Significant Impact)

Title 16 of the City's Municipal Code (LEMC) 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 July 11, 2017. Further, the Project will be required to pay all development impacts fees. Impact fees are not considered unique mitigation under CEQA. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: EVWMD; *EVMWD Will Serve Letter (Appendix M)*; General Plan EIR; LEMC)

c) Would the Project 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? (Less than Significant Impact)

The Project will follow the existing condition drainage pattern and will generally carry runoff to the west side of the Project. Referring to Appendix B Hydrology Map, of the *Preliminary Hydrology Report*, drainage area A is defined as the area on the East side of the Project, parallel to the I-15 freeway. Stormwater sheet flows North into 2 proposed grated inlets and into 12" storm drains that outflow into the proposed Bioretention Basin A. Drainage area B, which is on the West side of the Project, adjacent to Collier Avenue, drains West into the proposed storm drain line that runs South-North through 5 grated inlets. Storm water is then directed to Bioretention Basin B.

During a 2-year storm event, the proposed bioretention basins are used to treat storm water using Best Management Practices. The Project was determined to be infeasible to use infiltration BMPs. For that reason, an underdrain is provided in the gravel layer of the basins, which is used to convey treated water to the public storm drain system.

Specifically, treated storm water from Bioretention Basin A joins the treated storm water from Basin B in the gravel layer using a solid 6-inch storm drain that connects the basins. Through the perforated underdrain, storm water is conveyed to the outflow pipe, where flows ultimately join the public storm drain line on Collier Avenue.

For storm events greater than the 2-year, storm water overflows from Basin A to the surface of Basin B using a driveway culvert. Once in Basin B, water is conveyed towards the overflow structure and directed towards the outflow storm drain that connects to the public 48-inch reinforced concrete pipe in Collier Avenue.

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 (RCFC&WCD). 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, including Area Drainage Plan Fees. Payment of these fees is not considered unique mitigation under CEQA. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: *Preliminary Hydrology Report (Appendix G)*; *WQMP (Appendix H)*)

d) Would the Project 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 on July 11, 2017, indicating an ability to provide water service to the Project. 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, 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; *EVMWD Will Serve Letter (Appendix M)*; General Plan EIR)

e) Would the Project 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? (Less than Significant Impact)

As described in Item XVII.b above, EVMWD provided a letter on July 11, 2017, indicating an ability to provide water and wastewater service to the Project. Furthermore, the Project will be required to pay development impact fees. Impact fees are not considered unique mitigation under CEQA. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: EVWMD; *EVMWD Will Serve Letter (Appendix M)*)

f) Would the Project 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 LEMC 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: *CAP Consistency Assessment (Appendix E)*; General Plan EIR; LEMC)

g) Would the Project 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: *CAP Consistency Assessment (Appendix E)*; 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 measures **MM CUL 1** through **MM CUL 10** will reduce potential impacts to less than significant.

Thus, the proposed Project 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. Impacts will be less than significant with mitigation incorporated.

(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, greenhouse gases, hazards and hazardous materials, hydrology & water quality, land use and planning, transportation/traffic, and tribal cultural resources. 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, *Organizations and Persons Consulted*, of the CEQA Guidelines.

Justin Kirk, Principal Planner, City of Lake Elsinore
Matthew Fagan Consulting Services, Inc.

- Matthew Fagan, Owner
- Angie Douvres, Associate

VII. REFERENCES/SOURCES

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.

CCR

[https://govt.westlaw.com/calregs/index?_lrTS=20180713171207273&bhcp=1&transitionType=Default&contextData=\(sc.Default\)](https://govt.westlaw.com/calregs/index?_lrTS=20180713171207273&bhcp=1&transitionType=Default&contextData=(sc.Default))

Central Plaza Mitigated Negative Declaration No. 2016-01 <http://www.lake-elsinore.org/city-hall/city-departments/community-development/planning/ceqa-documents-available-for-public-review/central-plaza-is-mnd>

Code of Federal Regulations

<https://www.gpo.gov/fdsys/browse/collectionCfr.action?selectedYearFrom=2017&go=Go>

Department of Finance <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>

Elsinore Area Plan

http://planning.rctlma.org/Portals/0/genplan/general_Plan_2017/areaplans/ELAP_041117.pdf?ver=2017-10-06-094258-763

Elsinore Valley Municipal Water District (EVMWD) <http://www.evmwd.com/>

General Plan EIR <http://www.lake-elsinore.org/city-hall/city-departments/community-development/planning/lake-elsinore-general-plan/general-plan-certified-eir>

General Plan <http://www.lake-elsinore.org/city-hall/city-departments/community-development/planning/lake-elsinore-general-plan>

Google Maps <https://www.google.com/maps>

Health and Safety Codes <https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=HSC>

Lake Elsinore Municipal Code (LEMC) <http://www.codepublishing.com/CA/LakeElsinore/>

Lake Elsinore Unified School District (LEUSD) <https://www.leusd.k12.ca.us>

Public Resources Code Section 12220(g) <https://codes.findlaw.com/ca/public-resources-code/prc-sect-12220.html>

RCTC CMP http://www.rctcdev.info/uploads/media_items/congestionmanagementprogram.original.pdf

Southern California Association of Governments Final 2016 RTP/SCS, Demographics & Growth Forecasts Appendix) http://scagrtpsc.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf

Due to the sign of the Exhibits they have not been printed. Please refer to <http://www.lake-elsinore.org/city-hall/community-development/planning/ceqa-documents-available-for-public-review/lake-elsinore-honda-mnd-2018-01> for copies of the technical studies.