LAKEVIEW PLAZA
Planning Application (PA) No. 2019-63
Tentative Parcel Map (TPM) No. 37854
Commercial Design Review (CDR) No. 2019-24

ENVIRONMENTAL REVIEW NO. 2020-01
(INITIAL STUDY/MITIGATED NEGATIVE DECLARATION)

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I. INTRODUCTION

A. PURPOSE

This document is an Initial Study for evaluation of environmental impacts resulting from implementation of Lakeview Plaza or Planning Application (PA) No. 2019-63, which covers Tentative Parcel Map (TPM) No. 37854; Commercial Design Review (CDR) No. 2019-24; and Environmental Review (ER) No. 2020-01. For purposes of this document, this application will be called the "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 project has the potential to: substantially 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; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.

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

- The project has possible environmental effects that are individually limited but cumulatively considerable.

- The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.

According to CEQA Section 21080(c)(1) and CEQA Guidelines Section 15070(a), 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 CEQA Section 21080(c)(2) and CEQA Guidelines Section 15070(b), 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, Division 6, 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 is designated the Lead Agency, in accordance with Section 15050 of the CEQA Guidelines. The Lead Agency is the public agency, which has the principal responsibility for carrying out or approving a project which may have significant effects upon the environment.

C. INTENDED USES OF INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

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

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

D. CONTENTS OF INITIAL STUDY

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

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

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

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

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

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

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

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

E. SCOPE OF ENVIRONMENTAL ANALYSIS

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

1. **No Impact:** A "No Impact" response is adequately supported if the referenced information sources show that the impact simply does not apply to the proposed Project. A "No Impact" answer should be explained where it is based on Project-specific factors as well as general standards (e.g., the Project will not expose sensitive receptors to pollutants, based on a Project-specific screening analysis).

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 briefly explain how they reduce the effect to a less than significant level.

4. **Potentially Significant Impact:** There is substantial evidence that the proposed Project may have impacts that are considered potentially significant and an EIR is required.

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 CEQA Guidelines Section 15152(a)the analysis of general matters contained in a broader EIR (such as 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.

Tiering is defined in CEQA Guidelines Section 15385 as follows:

"Tiering" refers to the coverage of general matters in broader EIRs (such as on general plans or policy statements) with subsequent narrower EIRs or ultimately site-specific EIRs incorporating by reference the general discussions and concentrating solely on the issues specific to the EIR subsequently prepared. Tiering is appropriate when the sequence of EIRs is:

(a) From a general plan, policy, or program EIR to a program, plan, or policy EIR of lesser scope or to a site-specific EIR;
(b) From an EIR on a specific action at an early stage to a subsequent EIR or a supplement to an EIR at a later stage. Tiering in such cases is appropriate when it helps the Lead Agency to focus on the issues which are ripe for decision and exclude from consideration issues already decided or not yet ripe.

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

"Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including general plans, zoning changes, and development projects. This approach can eliminate repetitive discussions 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."

For this document, the "City of Lake Elsinore General Plan Update Final Recirculated Program Environmental Impact Report" certified December 13, 2011 (SCH #2005121019) 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 (City of Lake Elsinore General Plan Update Final Recirculated Program Environmental Impact Report) cannot 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.

2. Incorporation by Reference

An EIR or Negative Declaration may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of the EIR or Negative Declaration. (CEQA Guidelines Section 15150[a])

Incorporation by reference is a procedure for reducing the size of EIRs/MND 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]).

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

- Where part of another document is incorporated by reference, such other document shall be made available to the public for inspection at a public place or public building. The EIR or Negative Declaration shall state where the incorporated documents will be available for inspection. At a minimum, the incorporated document shall be made available to the public in an office of the Lead Agency. (CEQA Guidelines Section 15150[b])

- The incorporated part of the referenced document shall be briefly summarized where possible or briefly described if the data or information cannot be summarized. The relationship between the incorporated part of the referenced document and the EIR shall be described. (CEQA Guidelines Section 15150[c])

- This document must include the State identification number of the incorporated document. (CEQA Guidelines Section 15150[d])

3. <u>Documents Incorporated by Reference/Technical Studies</u>

a. The following document(s) is/are incorporated by reference:

- City of Lake Elsinore General Plan Update Final Recirculated Program Environmental Impact Report ("General Plan EIR") (SCH #2005121019), certified December 13, 2011. The General Plan EIR, from which this document is tiered, addresses the entire City of Lake Elsinore and provides background and inventory information and data which apply to the Project site. Incorporated information and/or data will be cited in the appropriate sections.

b. Various technical reports have been prepared to assess specific issues that may result from the construction and operation of the proposed Project. As relevant, information from these technical reports has been incorporated into the Initial Study. The following technical reports are included as appendices to this Initial Study:

Appendix A *Map My County* 3-10-2020

Appendix B *Lakeview Plaza Project Air Quality and Greenhouse Gas Emissions Study,* prepared by Rincon Consultants, Inc., 7-28-2020

Appendix C *Lakeview Plaza Project MSHCP Consistency Analysis and Habitat Assessment,* prepared by Rincon Consultants, Inc., 9-25-2019

Appendix D *Lakeview Plaza Project Phase I Cultural Resources Assessment*, prepared by Rincon

Consultants, Inc., 9-2019

Appendix E *Lakeview Plaza Energy Conservation Analysis,* prepared by RK Engineering Group, Inc., 2-11-2021

Appendix F *Soil and Foundation Evaluation Report,* prepared by Soil Pacific, Inc., 2-13-2019

Appendix G *Paleontological Resources Evaluation for Lakeview Plaza, City of Lake Elsinore, Riverside County, California*, prepared by Rincon Consultants, Inc., 9-26-2019

Appendix H *Phase I Environmental Site Assessment Lakeview Plaza*, prepared by Rincon Consultants, Inc., 9-23-2019

Appendix I1 *Water Quality Management Plan Lakeview Plaza,* prepared by Blue Peak Engineering, Inc., 3-24-2020

Appendix I2 *Lakeview Plaza Preliminary Hydrology Report,* prepared by Blue Peak Engineering, Inc., 7-22-2019

Appendix J *Lakeview Plaza Project Noise and Vibration Study,* prepared by Rincon Consultants, Inc., 7-9-2020

Appendix K1 *Lakeview Plaza Project Traffic Impact Analysis,* prepared by TJW Engineering, Inc.1-7-2020

Appendix K2 *Vehicle Miles Traveled (VMT) Analysis, City of Lake Elsinore,* prepared by TJW Engineering, Inc.8-26-2020

Appendix L *Project Plans*, 12-2019

Appendix M *Lakeview Plaza Commercial Development Utilities and Service Systems Study,* prepared by Rincon Consultants, Inc., 9-2019

c. The above-listed documents and technical studies are available for review at:

City of Lake Elsinore
Planning Division
130 S. Main Street
Lake Elsinore, California 92530

Hours: Mon-Thurs: 8 a.m. - 5 p.m.
Friday: 8 a.m. - 4 p.m.
Closed Holidays

II. PROJECT DESCRIPTION

A. PROJECT LOCATION AND SETTING

Lakeview Plaza ("Project") is located in the City of Lake Elsinore (City), Riverside County, California, northeast of Lakeshore Drive, northwest of Manning Street, and southwest of Ryan Avenue. The Project site consists of an approximately 3.9-acre undeveloped area (Assessor's Parcel Numbers 375-092-002, 375-092-003, 375-092-004, 375-092-005, and 375-092-006,) and is located within Section 6, Township 6S, Range 5W as shown on the Lake Elsinore, California 7.5 minute U.S. Geologic Survey (USGS) topographic map. Reference **Figure 1, *Regional Location Map*** and **Figure 2, *Vicinity Map***.

A field reconnaissance survey of the study area was conducted by Rincon Consultants, Inc. on August 14, 2019 (reference **Appendix C**). According to the field survey, the Project site is undeveloped, vacant land that has been disturbed by repeated disking. Only disturbed habitat (according to the Western Riverside County Multiple Species Habitat Conservation Plan [MSHCP], developed or disturbed lands consist of areas that have been disked, cleared, or otherwise altered) is present on site. One drainage feature that drains into a culvert is also located on site. This ditch originates from runoff from improved roads generally east of the property and conveys flows northeast to southwest onto the study area along the eastern property boundary. It is an approximately 20-foot long incised, ephemeral ditch which enters a culvert pipe and flows under Lakeshore Drive and continues into a larger, offsite ditch approximately 100 feet long that dissipates before reaching the shoreline at Lake Elsinore. No surface water was present within this ditch during the field survey. The average width of this ditch is 2 feet on site. The single ditch observed within the study area does not drain into areas designated for conservation under the MSHCP. Additionally, the ditch described does not contain suitable habitat for MSHCP-covered species that occur in riparian/riverine areas and has been determined to not provide any function or value to these MSHCP-covered species. The ditch within the study area contains ephemeral flow and was not excavated in, and did not relocate, a covered tributary. It does not fall under the jurisdiction of United States Army Corps of Engineers (USACE) due to its isolation and substantial distance from navigable or interstate waters. Please see Initial Study Section IV, Biological Resources for a more detailed analysis.

The Project site is zoned Neighborhood Commercial (C-1) and is bound to the north by Ryan Avenue and mostly vacant land (there are two (2) residences north of the Project site) zoned as Hillside Single-Family Residential (R-H), to the south by Lakeshore Drive and vacant land zoned as Lakeshore (L), to the east by Manning Street and mostly vacant land (there are two (2) residences northeast of the Project site) zoned as RH, and vacant land to the immediate west zoned as C-1. Reference **Figure 3, *Aerial Photo***.

B. PROJECT DESCRIPTION

The Project consists of applications for a Tentative Parcel Map No. 37854 (TPM 37854) and a Commercial Design Review No. 2019-24 (CDR 2019-24) which are being processed collectively under Planning Application No. 2019-63 (PA 2019-63). The Project will provide a neighborhood retail center with approximately 43,120 square feet (sq. ft.) of retail in 4 separate building clusters, as outlined below and as shown on **Figure 4, *Site Plan***.

- Total Building – 43,120 sq. ft.
  - Retail – 36,120 sq. ft.
  - Restaurant – 7,000 sq. ft.

Vehicular Access to the Project site would be taken from either of the two (2) driveways to be located on Lakeshore Drive or from the driveway to be located on Manning Street. The Project will provide 207 parking spaces, including 12 accessible spaces and 29 compact spaces. Per the City's Municipal Code,

parking for the site requires 223 stalls, however, based on the results of the Shared Parking Analysis provided in the *Traffic Impact Analysis*, prepared by TJW Engineering, Inc., dated 1-7-2020 (**Appendix K**), only 198 parking spaces would be required during peak weekend parking demand and, therefore, the 207 parking spaces provided on-site will be adequate for the Project.

The Tentative Parcel Map (TPM) proposes to subdivide the existing five (5) lots into four (4) parcels via TPM 37854. Parcels sizes are as follows, as shown on **Table 1, *TPM 37854***.

Table 1
TPM 37854

Parcel Number	Net/Gross Acreage
1	0.79
2	1.49
3	1.14
4	0.48
Total	3.9

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

Reference **Figure 5, *TPM 37854***.

The building architecture is single-story with earth tones and incorporates stone, awning, and trellis features. Reference **Figure 6, *Colors/Materials - Elevations***. The Project will provide 29,009 sq. ft. (16%) of landscaping on the site; the City's Municipal Code requires 15% of the site to be landscaped. Reference **Figure 7, *Landscape Plan***.

III. ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Project Title: "Lakeview Plaza" - Planning Application No. 2019-63 (PA 2019-63) which covers Tentative Parcel Map No. 37854 (TPM 37854); Commercial Design Review No. 2019-24 (CDR 2019-24); and Environmental Review No. 2020-01 (ER 2020-01)

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

3. Contact Person and Phone Number: Damaris Abraham, Senior Planner (951) 674-3124, ext. 913

4. Project Location: Northeast of West Lakeshore Drive, northwest of Manning Street, and southwest of Ryan Avenue. Reference **Figure 1, *Regional Location Map*** and **Figure 2, *Vicinity Map***.

5. Project Sponsor's Name and Address: Lakeview Centre, LLC, Shahin Motamed Hashemi, 18103 Sky Park Circle, Irvine, CA 92614

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

7. Zoning: Neighborhood Commercial (C-1). Reference **Figure 9, *Zoning Map***.

8. Description of Project: The proposed Project, Lakeview Plaza, is a neighborhood retail center located along Lakeshore Drive with approximately 43,120 square feet (sq. ft.) of retail (36,120 sq. ft. retail and 7,000 sq. ft. restaurant), in 4 separate building clusters. Reference **Figure 4, *Site Plan***.

9. Surrounding Land Uses and Setting: The property is zoned Neighborhood Commercial (C-1) and is bound to the north by Ryan Avenue and mostly vacant land (there are two (2) residences north of the Project site) zoned as Hillside Single Family Residential (R-H), to the south by Lakeshore Drive and vacant land zoned as Lakeshore (L), to the east by Manning Street and mostly vacant land (there are two (2) residences northeast of the Project site) zoned as R-H, and vacant land to the immediate west zoned as C-1. Reference **Table 2, *Surrounding land Uses***, and **Figure 3, *Aerial Photo***.

Table 2
Surrounding Land Uses

Direction	General Plan Land Use Designation	Zoning Classification	Existing Land Use
Project Site	Neighborhood Commercial	C-1 (Neighborhood Commercial)	Vacant
North	Hillside Residential	R-H (Hillside Single Family Residential)	Mix of vacant land and residences
South	Recreational	L (Lakeshore)	Vacant
East	Hillside Residential	R-H (Hillside Single Family Residential)	Vacant
West	Neighborhood Commercial and General Commercial	C-1 (Neighborhood Commercial) and C-2 (General Commercial)	Vacant

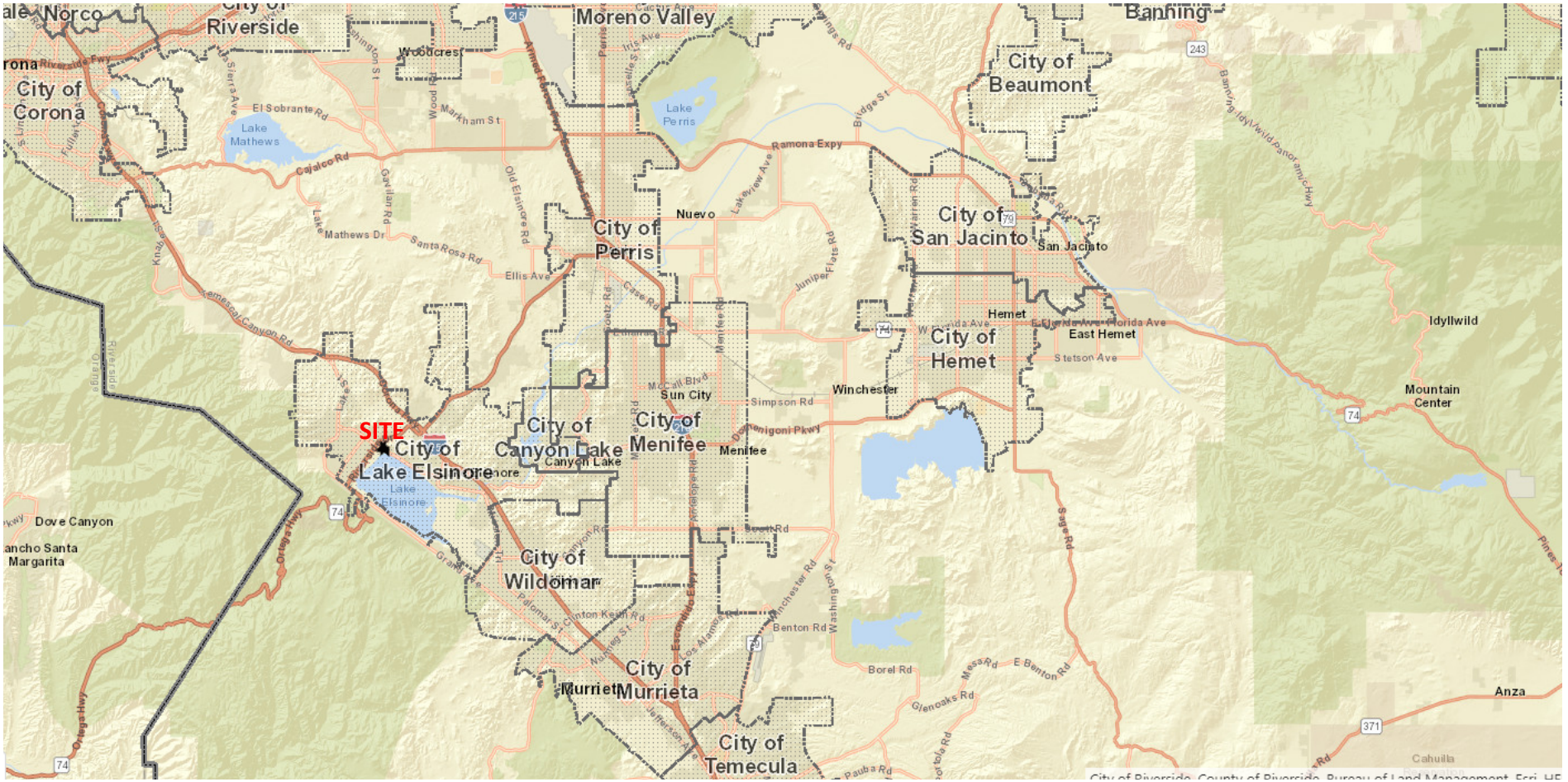
Sources: City of Lake Elsinore General Plan Map, Zoning Map, and Google Maps.

10. Other Public Agencies Whose Approval is Required:

- South Coast Air Quality Management District
- Elsinore Valley Municipal Water District (EVMWD)
- Regional Water Quality Control Board, Santa Ana Region

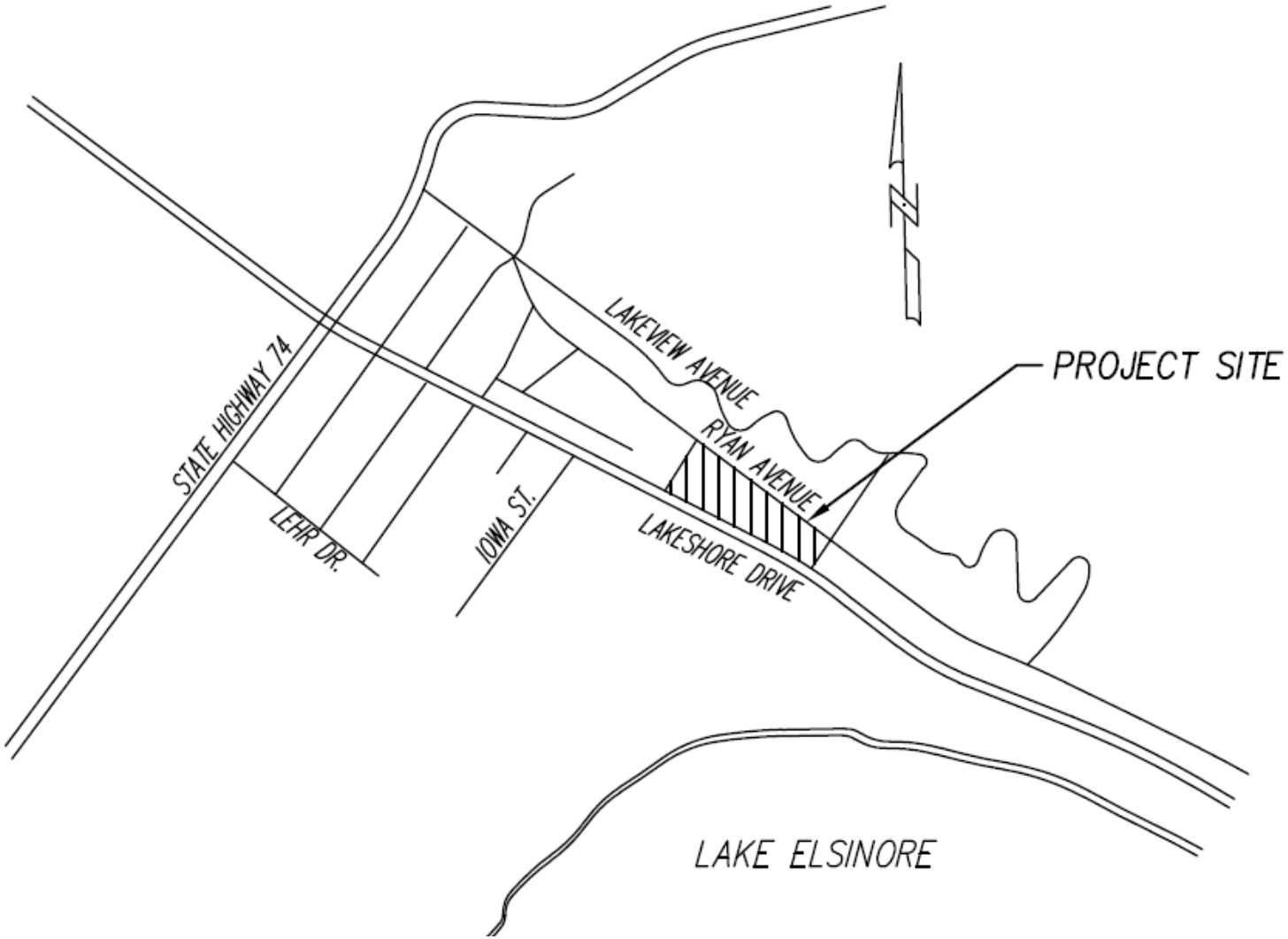
11. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?: In accordance with the requirements of Assembly Bill (AB) 52, the City sent notification to six Native American Tribes traditionally and culturally affiliated with the Project area on January 29, 2020. Of the tribes notified, the Rincon Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, and the Soboba Band of Luiseño Indians requested formal government-to-government consultation under AB 52. Standard mitigation measures have been added to address the unanticipated discovery of cultural resources and human remains during groundbreaking activities. Please see Initial Study Section XVIII, Tribal Cultural Resources for more detail.

FIGURE 1
REGIONAL LOCATION MAP



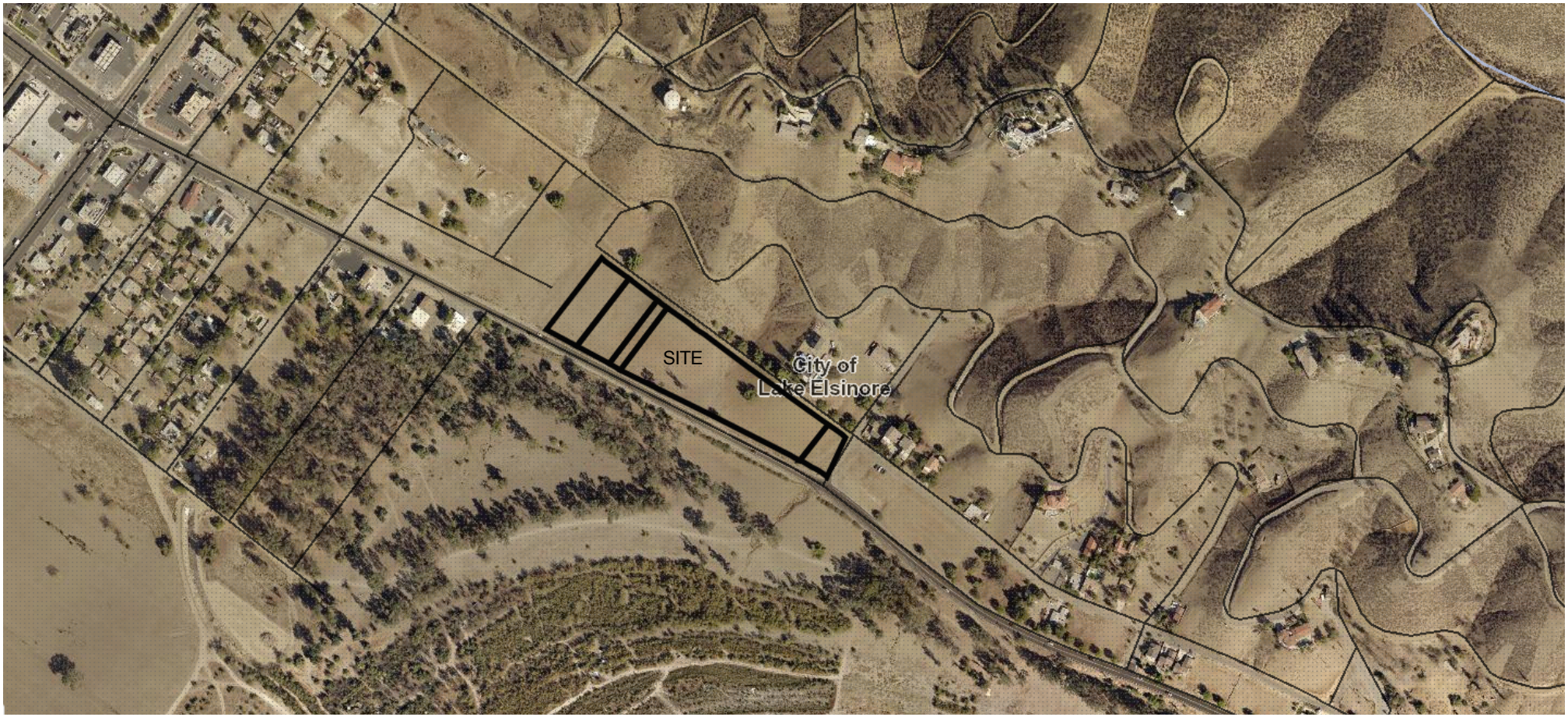
Source: Map My County – Riverside County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

FIGURE 2
VICINITY MAP



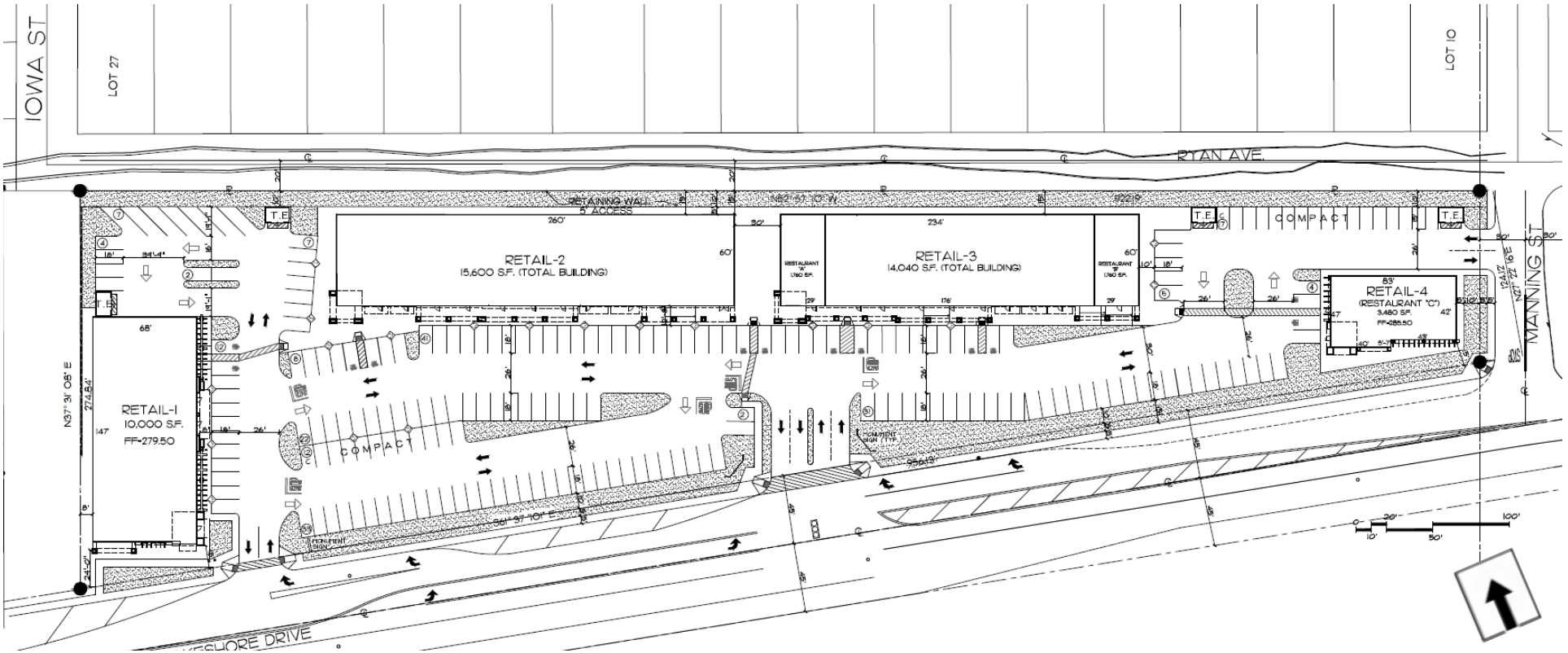
Source: Project Plans – (Appendix L)

FIGURE 3
AERIAL PHOTO



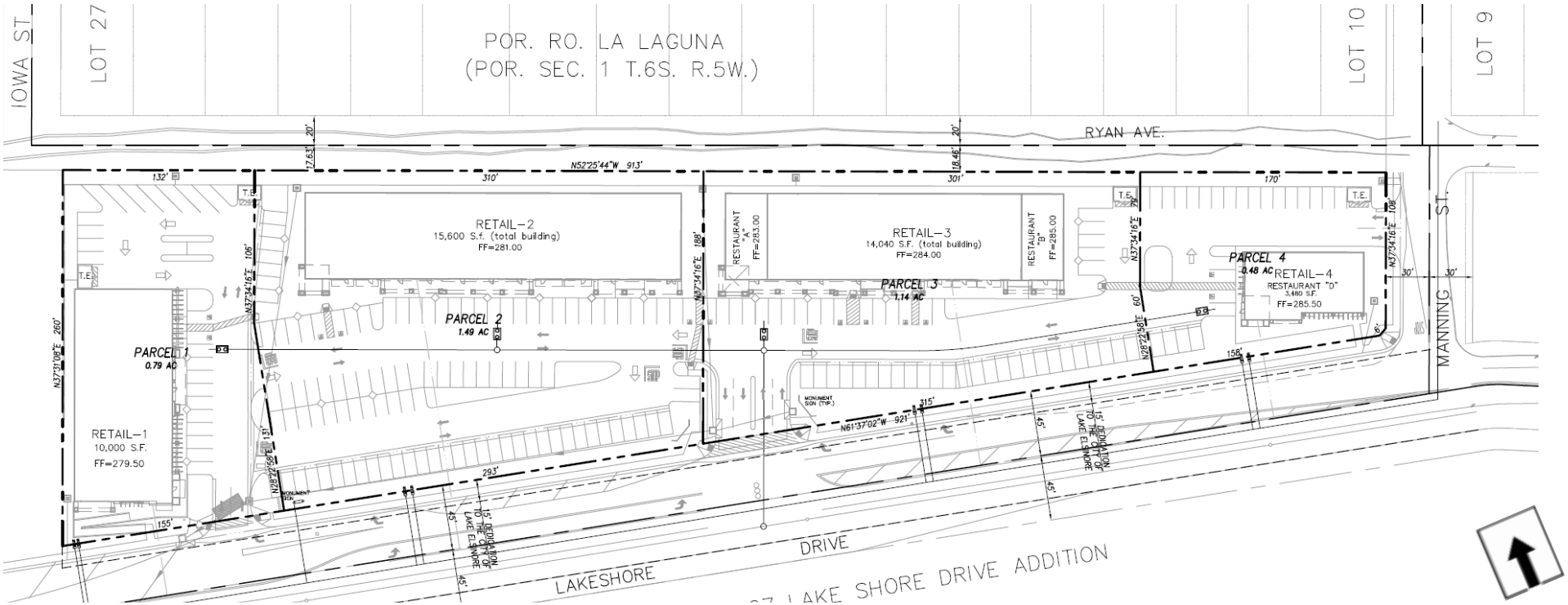
Source: Map My County – Riverside County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

FIGURE 4
SITE PLAN



Source: Project Plans – (Appendix L)

FIGURE 5
TPM 37854



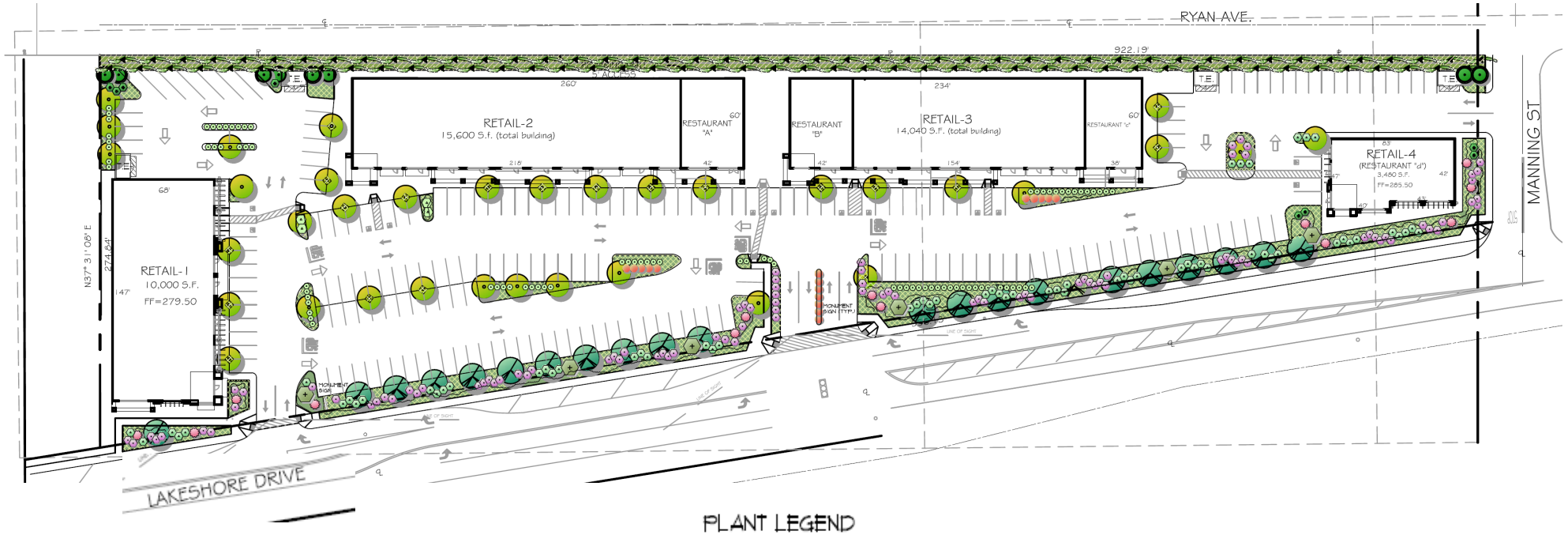
Source: Project Plans – (Appendix L)

FIGURE 6
COLORS/MATERIALS - ELEVATIONS



Source: Project Plans – (Appendix L)

FIGURE 7
LANDSCAPE PLAN

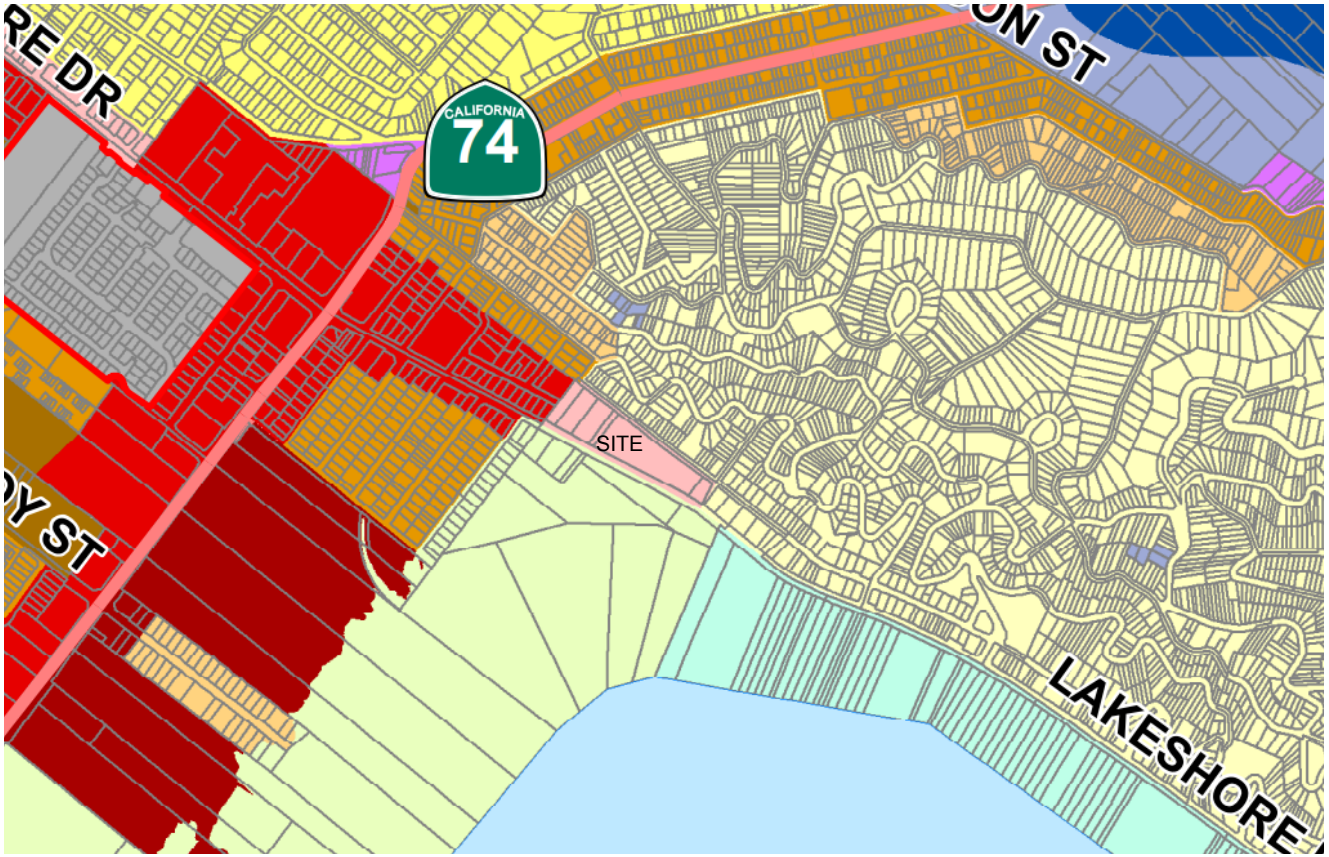


Source: Project Plans – (Appendix L)

PLANT LEGEND

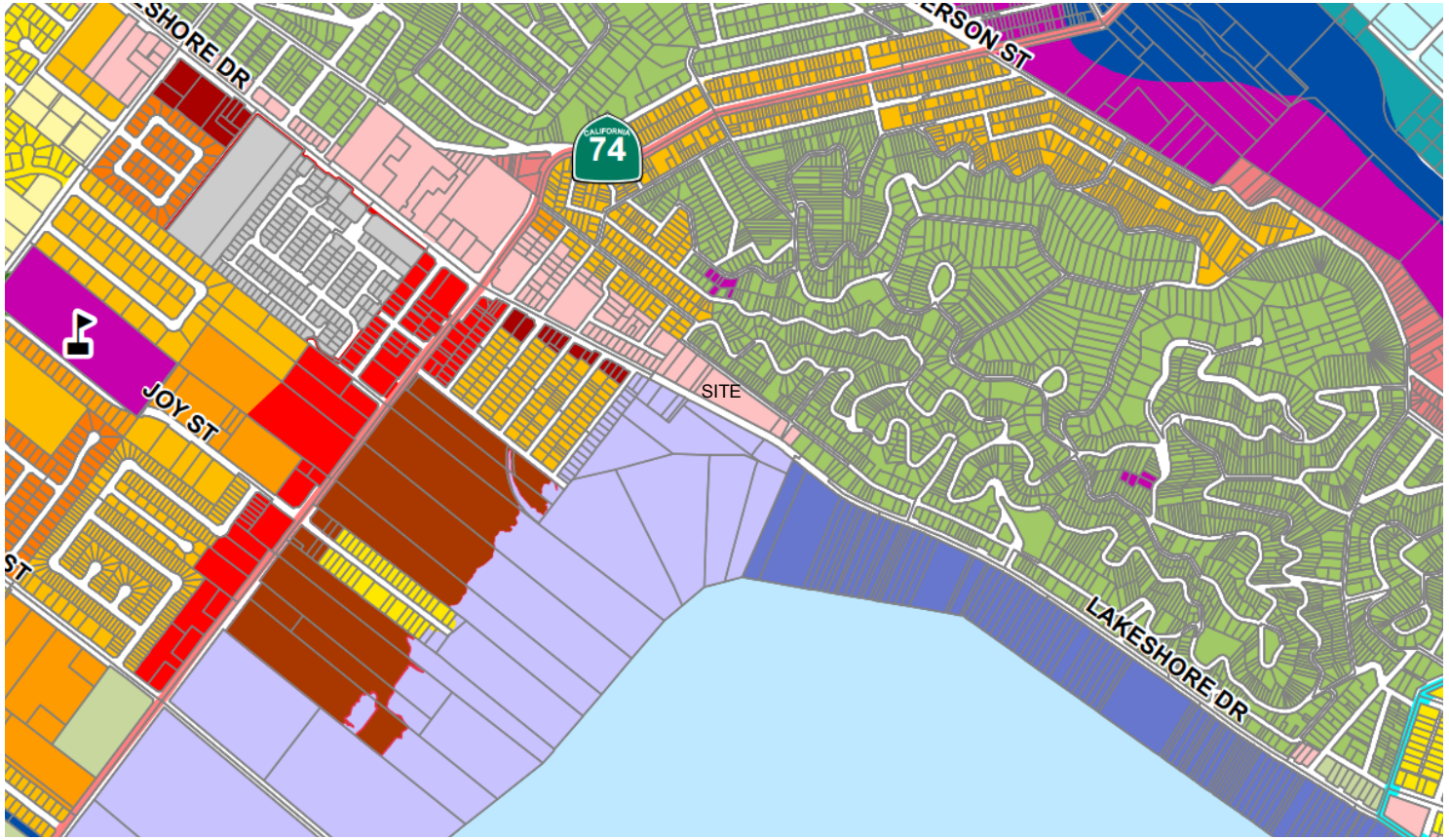
SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME	W.UCOLS/QTY
		TREES		
	15'x4'	24" BOX	MYRICA CALIFORNICA	SHRUBBY YEW-PINE	PACIFIC WAX MYRTLE
	15'x4'	24" BOX	PODOCARPUS M. MAKI	SHRUBBY YEW-PINE	L/XX
	20'x20'round	24" BOX	RHUS LANCEA	AFRICAN SUMAC	L/XX
	20'x20'round	24" BOX	TRISTANIOPSIS LAURINA 'ELEGANT'	ELEGANT KANOOKA BOX	L/XX
		SHRUBS		
	10'x15'spacl	15 GAL	CERCIS OCCIDENTALIS	WESTERN REDBUD	L/XX
	3x3dome	5 GAL	EUPHORBIA CARACIAS	DOME EUPHORBIA	L/XX
	8'X8' (HEDGE	24" BOX	FORESTIERA NEOMEXICANA	NEW MEXICAN PRIVET	L/XX
	8'X8'	5 GAL	MELALEUCA N. 'LITTLE NESSIE'	LITTLE NESSIE SHOWY HONEY-MYRTLE	L/XX
	4'X4'	5 GAL	NERIUM OLEANDER 'PETITE PINK'	PETITE PINK OLEANDER	L/XX
	2'X2'	5 GAL	PITTOSPORUM C. 'NANA'	MINATURE KARO	L/XX
	8'X8'	5 GAL	PYRACANTHA COCCINEA	FIRETHORN	L/XX
		GROUND COVERS		
	8'X8'	5 GAL	ROSMARINUS O. PROSTRATUS	PROSTRATE ROSEMARY	L/XX
	8'X8'	5 GAL	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	L/XX
		VINES		
	VINE	5 GAL	PARTHENOCISSUS TRICUPIDATA	BOSTON IVY	M/XX

FIGURE 8
GENERAL PLAN LAND USE MAP



Source: City of Lake Elsinore General Plan Land Use Map
http://www.lake-elsinore.org/home/showdocument?id=24601

FIGURE 9
ZONING MAP



Source: City of Lake Elsinore Zoning Map http://www.lake-elsinore.org/home/showdocument?id=24603

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

C. DETERMINATION

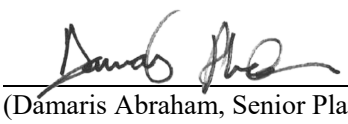
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ 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.



(Damaris Abraham, Senior Planner)

March 17, 2021
Date

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the Project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest uses?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY. Where available, significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:				
a) Conflict with or obstruct implementation of the	☐	☐	☒	☐

applicable air quality plan?				
b) 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?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES. Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐
V. CULTURAL RESOURCES. Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
VI. ENERGY. Would the Project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

VII. GEOLOGY AND SOILS. Would the Project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
VIII. GREENHOUSE GAS EMISSIONS. Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to	☐	☐	☐	☒

	Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☒	☐	☐
X.	**HYDROLOGY AND WATER QUALITY. Would the Project:**				
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
	i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
	ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
	iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
	iv) Impede or redirect flood flows?	☐	☐	☒	☐
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	☐	☐	☒	☐
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐
XI.	**LAND USE AND PLANNING. Would the Project:**				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
XII.	**MINERAL RESOURCES. Would the Project:**				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b)	Result in the loss of availability of a locally-	☐	☐	☐	☒

important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				
XIII. NOISE. Would the Project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒
XIV. POPULATION AND HOUSING. Would the Project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XV. PUBLIC SERVICES. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public services/facilities?	☐	☐	☒	☐
XVI. RECREATION.				
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
XVII. TRANSPORTATION. Would the Project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision	☐	☐	☒	☐

(b)?				
c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐
XVIII. 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:				
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).	☐	☒	☐	☐
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, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐
XIX. UTILITIES AND SERVICE SYSTEMS. Would the Project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations	☐	☒	☐	☐

from a wildfire or the uncontrolled spread of a wildfire?				
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the Project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

IV. ENVIRONMENTAL ANALYSIS

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

I. AESTHETICS

a) Would the Project have a substantial adverse effect on a scenic vista? Less Than Significant Impact

The term "aesthetics" generally refers to the identification of visual resources, the quality of one's view, and/or the overall visual perception of the environment. The issue of light and glare is related to both relative to the creation of daytime glare due to the reflection of the sun (such as on glass surfaces) and/or an increase in nighttime ambient lighting levels (such as from building lights, streetlights, and vehicle headlights).

Public Resources Code Section 21099 pertains to "Modernization of Transportation Analysis for Transit-Oriented Infill Projects." The proposed Project does not meet any of the criteria of a transit-oriented development which would otherwise preclude an evaluation of aesthetic impacts. Therefore, the provisions of Public Resources Code Section 21099 are not applicable, and this section will evaluate potential aesthetic impacts of the Project.

Scenic vistas can be impacted by development in two ways, 1) a structure may be constructed that blocks the view of a vista, and 2) the vista itself may be altered (e.g., development on a scenic hillside).

The natural setting of the City of Lake Elsinore and the larger Southwest Riverside County region with lake, mountain and hillside views is significant to the area's visual character which provides scenic vistas from many locations within the community.

The City of Lake Elsinore is one of three incorporated cities within Riverside County's larger Elsinore Area Plan (EAP) along with the City of Canyon Lake and the City of Wildomar. Much of the EAP is situated within a valley, generally extending northwest by southeast and framed by the Santa Ana and Elsinore Mountains on the west and the Gavilan and Sedco Hills on the east. Lake Elsinore is a centerpiece within the valley. Additional prominent hydrologic features within the valley include the Temescal Wash, the San Jacinto River, the man-made Canyon Lake/Railroad Canyon Dam, and Murrieta Creek.

The City of Lake Elsinore encompasses approximately forty-three (±43) square miles within the City limits, plus an additional ±29 square miles within its Sphere of Influence (SOI). According to the General Plan, as of 2010/2011, almost half of the land within the City was vacant and undeveloped. It should be noted that a significant portion of these vacant lands will be preserved as open space in conjunction with the ongoing implementation of the Multiple Species Habitat Conservation Plan by the Regional Conservation Agency.

Lake Elsinore ("the lake") is located roughly one and one-quarter (1¼) mile southwest of Interstate 15 (I-15) and it extends to the City's southwest boundary contiguous to the unincorporated community of Lakeland Village. In addition, the lake is located adjacent south/southeast of State Route 74 (SR-74), also known as Riverside Drive as it extends through the City limits.

The lake is highly visible from SR-74 after it extends east through the Cleveland National Forest from Orange County and then east/northeast down through the Santa Ana Mountains to the west side of the lake.

Distant views of the south half of the lake are available from north bound I-15; however, the hillsides associated with the City's Country Club Heights District (of which the Project site is a part) block the lake views from I-15 to the north half of the lake.

In addition, prominent views of the lake are available from various vantage points within the City's Lake View and Lake Edge Districts north of the lake and distant "peek-a-boo" views are available from various locations with the City east of I-15 in the Sedco Hills area and from SR-74 as it proceeds east past the Meadowbrook community toward the City of Perris.

Lake Elsinore is the largest natural lake in Southern California with a surface area varying from approximately 2,790 to 3,000 acres. It is generally rectangular in shape extending roughly 2¾ miles long (northwest x southeast) by 1¾ miles wide (northeast x southwest). The southwest side of the Lake is framed by steep east/northeast facing slopes of the Santa Ana (Elsinore) Mountains which rise to elevations in the range of 2,600 to 2,900 above mean sea level (AMSL) or approximately 1,350 to 1,650 feet above the surface level of the lake.

The lake's primary water source includes the San Jacinto River and underground springs, and it is drained by the Temescal Wash and Temescal Creek to the north. Temescal Creek extends approximately twenty-one (21) miles northwest to its confluence with the Santa Ana River at the Prado Dam adjacent to the northwest side of the City of Corona.

The San Jacinto River meanders over 40 miles through southwest Riverside County, beginning at Lake Hemet in the San Jacinto Mountains passing by Valle Vista, Hemet, San Jacinto, Gillman Hot Springs, Lakeview, Nuevo, and Perris, joining with the Perris Valley Storm Channel adjacent northeast of I-215, then extending southwest through Railroad Canyon and terminating at Lake Elsinore. The surface level of Lake Elsinore is regulated by the Railroad Canyon dam and is generally stabilized at an elevation between 1,230 and 1,240 feet AMSL.

The Project site is proximate to the northeast corner of the lake. The site has extensive frontage (921 feet) along Lakeshore Drive, a General Plan - Circulation Element designated "New Special Roadway" that extends approximately 2¼ miles along the northeast side of the lake from Riverside Drive/SR-74 (primary access route to I-15) past Chaney Street (connector to Business District) and Graham Avenue (connector to Historic District & City Hall) to Poe Street at the Seaport Boat Launching Facility (adjacent to the Temescal Creek lake outlet).

The Project site's General Plan land use designation and zoning is Neighborhood Commercial, and it has good visibility along Lakeshore Drive.

Lakeshore Drive and the Project site sit at the base of a series of incised hillsides which make up the Country Club Heights District neighborhood. Lakeshore Drive has a very gentle downward gradient proceeding northwest towards Riverside Drive. In its current condition, the Project site topography generally rises approximately eight (8) to twenty-four (24) feet in elevation from its Lakeshore Drive frontage to Ryan Avenue, with a significant portion near the middle of the site rising upwards of forty (40) plus feet due to the undulating terrain.

- The Project site elevation along its Lakeshore Drive frontage varies from approximately 1,273' AMSL at the northwest corner of the site, to ±1,277' AMSL at mid site, to 1,284' AMSL at the southwest end adjacent to Manning Street;
- The Project site elevation along its Ryan Street (narrow, partially graded, unmaintained dirt road) varies from approximately 1,298' AMSL at the northeast corner f the site, peaking at ±1,322' AMSL adjacent north of the future Building 2, to ±1,292' AMSL at the southeast corner adjacent to Manning Street.

Proposed earthwork quantities set forth on the Project site Preliminary Grading Plan indicate the proposed Project will require 85,019 cubic yards of raw cut, 109 cubic yards of raw fill, and 84,910 cubic yards of raw export.

Upon completion of grading activities, the improved Project site pad will generally be at or up to three feet above Lakeshore Drive street grade. Finished floor elevations range from 1,278.80 (Building 1; N. End of Site) to 1,284.25 feet AMSL (Bldg. 4; SW. End of Site at Manning Street). A retaining wall ("pile & lagging wall w/ tieback") reaching a maximum height of 42 feet and concrete "V" ditch will be constructed adjacent to the Ryan Avenue frontage at the rear (northeast) boundary of the Project site.

As set forth in **Table 2, *Surrounding Land Uses***, provided in Section III of this Initial Study, the Project site, in its present condition, is mostly surrounded by vacant land parcels designated/zoned for Hillside Residential use to the northeast across Ryan Avenue and southeast across Manning Street, Neighborhood Commercial, followed by General Commercial contiguous to the northwest, and Recreational to the southwest across Lakeshore Drive.

The exception to the above (surrounding vacant land parcels), is an improved single family residence (SFR) located across Ryan Avenue from the Project site at 17271 Lake View Avenue (backs to Ryan Avenue), approximately 100 feet northwest of Manning Street (APNs 375-084-011 & 012), and a small cluster of four SFRs adjacent to the intersection of Manning Street and Ryan Avenue.

Implementation of the proposed Project would change the visual character of the vacant, undeveloped sloping Project site through grading activity to create a building pad within 3 feet above Lakeshore Drive street grade and the construction of a four-building commercial retail center consisting of 36,120 square feet of general retail space (Buildings 1, 2 & 3) and 7,000 square feet of restaurant space (1,760 SF Restaurant "A" and 1,760 SF Restaurant "B" in Building 3), and freestanding Restaurant "C" (Building 4), concrete walkways, asphalt paved parking for 207 vehicles, and 29,009 square feet (16%) of landscaping. In addition, the proposed Project requires street modifications along Lakeshore Drive and Manning Street and wet and dry utility connections.

Building 1 (10,000 SF) located at the northwest end of the site will be set back 15 to 24 feet from Lakeshore Drive, Building 2 (15,600 SF) and Building 3 (14,040 SF including 1,760 SF Restaurant "A" and 1,760 SF Restaurant "B") will be located toward the rear (northeast) portion of the site (15' setback from Ryan Avenue), and Building 4, a freestanding 3,480 square foot restaurant located at the southwest end of the site will be set back a minimum of 15 feet from Lakeshore Drive and 15 feet from Manning Street.

Each of the four proposed buildings would be single-story wood frame and stucco structures with an architectural design incorporating earth tones, decorative stone, awning and trellis features.

The Project site's proposed development plan is consistent with the City's Neighborhood Commercial General Plan land use designation and zoning. A change in land use is not being requested.

The Project site is located contiguous south of a single lot with a similar Neighborhood Commercial land use designation and adjacent south of vacant lands designated General Commercial. Existing commercial development is adjacent to the intersection of Lakeshore Drive and Riverside Drive (aka "four corners") approximately one-quarter (¼) mile northwest of the Project site. The Project site represents the last/southernmost commercially designated land along Lakeshore Drive.

Based on a review of the City's General Plan and General Plan Circulation Element, Lakeshore Drive is not a state or local designated Scenic Highway.

The City's General Plan – Draft EIR (GP-DEIR, August 2011) addresses visual impacts associated with proposed and future development within the City. Areas addressed include: 1) Views of Lake Elsinore; 2) Views of Hillsides and Mountains; 3) Views from Six Public Vantage Points; and 4) District Plan Visual Impacts.

- Views of Lake Elsinore. The GP-DEIR acknowledges that due the topography of the City, most views of the lake are from a high elevation and not easily obscured by development. Furthermore, the character of the lake would be preserved through implementation of Goals 10 and 11 of the Resource Protection and Preservation Chapter, Aesthetics Section, which provide and maintain a natural and built environment, Policies 10.1-10.6 and 11.1-11.3 discourage development that blocks or substantially alters public views of Lake Elsinore and local ridgelines, protect views of the lake, require new development and redevelopment to incorporate public views of Lake Elsinore, and require design guidelines and landscaping. The GP-DEIR concludes: "With implementation of these policies of the GPU, potential impacts on the visual quality of views of the area surrounding the lake will be reduced to a less-than-significant level."

  With respect to the proposed Project, the location of the Project site along Lakeshore Drive at the base of the upsloping Country Club Heights District hillside, combined with the grading plan, building design (single-story), building height and the building siting will reduce the visual impact to a less than significant level.

- Views of Hillsides and Mountains. Much of the sloping hillsides and mountains surrounding the lake are protected to the extent feasible by implementation of the General Plan Land Use Plan which designates large portions of these areas as either Open Space or Hillside Residential. The hillside designation is intended for low-density single-family residential development and minor agricultural uses in areas of steep slopes. Parcel sizes of 0.5, 1, 2, 4, or 20 (gross) acres are required, depending on the predominant slope and if the parcel has access to an adequate sewer connection or package treatment plant. Furthermore, General Plan Goals 10 and 11 of the Resource Protection and Preservation Chapter, and Policies 10.1-10.6 and 11.1-11.3, discussed above, would further reduce visual impacts. The GP-DEIR concludes: "With implementation of the goals, policies and implementation programs of the GPU, potentially significant impacts on the visual character of mountains and hillsides will be reduced to a less-than-significant level."

  Similar to the above, with respect to the proposed Project, the location of the Project site along Lakeshore Drive at the base of the upsloping Country Club Heights District hillside, combined with the grading plan, building design (single-story), building height and the building siting will reduce the visual impact to a less than significant level.

- Views from Public Vantage Points. The GP-DEIR analyzes six (6) public vantage points including: 1) I-15; 2) SR-74/Ortega Highway; 3) Lake Elsinore Recreation and Campground; 4) Minor League Baseball Stadium; 5) Boat Launch/Recreation Area; and 6) Aloha Pier Look-out. The Project site is not visible from Items 1, 4, and 5; Item 6 (Aloha Pier) was removed in 1950; and the view from Item 3 is obscured by mature trees and various vegetation on the north side and east sides of the lake across Lakeshore Drive from the Project site. The Project site is not directly visible from SR-74 to the north and distant views across the lake from the Ortega Hwy/SR-74 as is descends down the east facing slopes of the Santa Ana Mountains is minimal. Project impacts would be less than significant.

- District Plans/Country Club Heights District. The GP-DEIR (p.3.3-39) states public views of the lake from the Country Club Heights District "would be preserved by the district plan policies. Public views of hillsides would be affected by increased hillside development." As discussed above, the Project site setting along Lakeshore Drive at the base of the upsloping Country Club Heights District hillside,

combined with the grading plan, building design (single-story), building height and the building siting will reduce the visual impact to a less than significant level.

Based on the above data and analysis, implementation of the Project as proposed would not have a substantial adverse effect on a scenic vista. Any potential impacts would be less than significant.

Sources: General Plan – Circulation Element; General Plan EIR, Section 3.1, *Land Use and Planning*, and Section 3.3, *Aesthetics*; Zoning Map; Project Plans (**Appendix L**); Public Resources Code; **Figure 1, *Regional Location Map***, **Figure 2, *Vicinity Map***, **Figure 3, *Aerial Photo***, **Figure 4, *Site Plan***, **Figure 5, *TPM 37854***, **Figure 6, *Colors/Materials – Elevations***, **Figure 7, *Landscape Plan***, **Figure 8, *General Plan Land Use Map***, **Figure 9, *Zoning Map***, provided in Section III of this Initial Study, **Figure VII-1, *Surrounding Topography***, included in Section VII of this Initial Study; and Google Earth.

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

Please reference the discussion in Threshold I.a as it pertains to Public Resources Code Section 21099 and the visual character of the Project site environs.

The Project site is vacant, undeveloped land that has repeatedly been disked over the years for weed abatement. The topography is characterized as undulating upsloping lands rising approximately eight (8) to twenty-four (24) feet in elevation from its Lakeshore Drive frontage to Ryan Avenue, with a significant portion near the middle of the site rising upwards of forty (40) plus feet. There are no building structures on the Project site and there are no site improvements (no hardscape or landscape improvements).

Based on a visual inspection of the Project site and a review of aerial photographs, on-site vegetation is limited to two (2) mature eucalyptus trees (one adjacent to Lakeshore Drive), a single palm tree, and a small cluster of one to three willow trees located near the middle portion of the property.

There are no scenic trees, rock outcroppings, or historic buildings on the Project site and the Project site is not located within or adjacent to a state scenic highway corridor.

The California Department of Transportation identifies both I-15 and SR-74 as being *eligible* for listing as state scenic highways, but they are not officially designated as such. As previously discussed in Threshold I.a, the Project site is not visible from I-15 and the limited views from SR-74 are minimal:

- I-15 is located approximately 1¼ mile northeast of the Project site. The Project site is not visible from I-15 due to its location at the base of a series of southwest facing hillsides that comprise the Country Club Heights District;
- SR-74, at its closest point, is located approximately one-quarter (¼) mile north of the Project site and the Project site is not noticeably visible from this location. Distant views of the Project site across the lake from the Ortega Hwy/SR-74 (over 2½ miles) as is descends down the east facing slopes of the Santa Ana Mountains is minimal due to the both the distance/size and scale of the proposed Project and mature vegetation/trees along Lakeshore Drive.

Based on the above, implementation of the proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Any potential impacts would be less than significant.

Sources: General Plan EIR, Section 3.3, *Aesthetics*; Public Resources Code; and Google Earth.

c) In non-urbanized areas, would the Project substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? Less Than Significant Impact

Please reference the discussion in Threshold I.a as it pertains to Public Resources Code Section 21099 and the visual character of the Project site environs.

The Project site is located in the suburban City of Lake Elsinore, one of twenty-eight (28) incorporated cities within the County of Riverside. The Project site is situated adjacent northeast of the lake (Lake Elsinore) on the northeast side of Lakeshore Drive approximately one-quarter mile southeast of SR-74 and 1¼ mile southwest of I-15.

The Project site is zoned Neighborhood Commercial by the City of Lake Elsinore. Furthermore, the Project site's General Plan land use designation is Neighborhood Commercial. The Project site is located within the Country Club Heights District, adjacent northeast of the Lake Edge District and southeast of the Lake View District. The Project site is not located in a Specific Plan. The Project site's zoning and general plan land use designation are consistent with each other and with the proposed Project.

The proposed Project has been designed in accordance with the existing Neighborhood Commercial zoning and general plan land use designations. The proposed Project does not entail a request for a change in land use.

The Project proposes the development of a four-building commercial retail center consisting of 36,120 square feet of general retail space (Buildings 1, 2 & 3) and 7,000 square feet of restaurant space (1,760 SF Restaurant "A" and 1,760 SF Restaurant "B" in Building 3), and freestanding Restaurant "C" (Building 4), concrete walkways, asphalt paved parking for 207 vehicles, and 29,009 square feet (16%) of landscaping. In addition, the proposed Project requires street modifications along Lakeshore Drive and Manning Street and wet and dry utility connections.

Construction of the proposed Project would result in modest short-term impacts to the existing visual character and quality of the area. Construction activities will require the use of equipment and storage of materials within the Project site boundaries. Construction activities are temporary and will not result in any permanent visual impact.

Implementation of the proposed Project would permanently change the visual character of the Project site through grading activities to create a single building pad within three (3) feet above Lakeshore Drive grade and adding the four retail building structures, associated parking, and landscaping.

The proposed Project is located in a suburban area and implementation of the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. Any potential impacts would be less than significant.

Sources: General Plan – Land Use Map, Zoning Map; Project Plans (**Appendix L**); Public Resources Code; and Google Earth.

d) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? Less Than Significant Impact

Please reference the discussion in Threshold I.a as it pertains to Public Resources Code Section 21099 and

the visual character of the Project site environs.

Construction

Currently, there are no light sources on the Project site. During Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. In addition, workers arriving at the Project site before dawn, or leaving the Project site after dusk, will require additional construction lighting. These impacts will be temporary and will cease when Project construction is completed. For these reasons, and because development of the proposed Project will require a limited number of construction workers, these impacts are considered less than significant, and no mitigation is required.

Operations

Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars (i.e., skyglow). Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal, glass windows, other) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

There is a limited amount of existing lighting sources adjacent to the Project site consisting of streetlights (along southwest side of Lakeshore Drive, only), interior and exterior light fixtures associated with the half dozen or so SFR's proximate to the Project site, and vehicle headlights. More intensive light sources are associated with existing commercial development located along Lakeshore Drive northwest of Project site approaching SR-74.

The Project would include outdoor lighting associated with the proposed operation of the commercial retail center. Exterior light sources would include a series of pole mounted light standards interspersed throughout the parking lot area, commercial signage, and exterior building mounted safety/security lighting.

Implementation of the proposed Project would not introduce a substantial amount of new daytime glare to the area due to the building siting, setback requirements, and perimeter landscaping.

The proposed Project would introduce new sources of nighttime light into the area from additional street lighting, parking lot lighting, safety/security lighting, commercial signage, and indoor store lighting. However, the design of all lighting at the proposed Project site will be required to comply with Lake Elsinore Municipal Code (LEMC), Section 17.112.040 - Lighting (for Non-residential Development).

- LEMC, 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.
- LEMC, Section 17.148.110 encourages the use of low pressure sodium vapor lighting due to the City's proximity to the Mount Palomar Observatory.

Based on the above, implementation of the proposed Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Any impacts would be less than significant.

Sources: General Plan EIR, Section 3.3, *Aesthetics*; Public Resources Code; and Lake Elsinore Municipal Code.

Mitigation Measures: No mitigation measures are required.

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

The City of Lake Elsinore consists of 27,747 acres (±43 square miles) within the city limits, plus an additional 18,818 acres (±29 sq. mi.) within its Sphere of Influence (SOI). As of 2010/2011, almost half of the land within the City was vacant and undeveloped.

The City is comprised of eleven (11) planning districts and eighteen (18) approved specific plans. The Project site is located at the southwest boundary of the Country Club Heights District, contiguous south and east of the Lake Edge District which wraps around the north and east side of the lake. The Project site is not located within a specific plan area. The City of Lake Elsinore General Plan was adopted on December 13, 2011, with a planning horizon of 2030.

The City's General Plan includes eighteen (18) Land Use Designations. However, it is noted, the General Plan does not include an Agriculture or Farmland (or similar) land use category.

Table 3.1-1 of the GP-EIR identifies a total of 215.1 acres of Existing Agriculture Land Use within the City, plus an additional 649.6 acres within its SOI based on 2005 figures from the Southern California of Governments. The 215.1 acres identified in the GP-DEIR as Existing Agricultural Land within the City represents less than 1% (0.8%) of the City's incorporated area.

Historically, agricultural production was once a significant activity in the surrounding area, but urban development within and surrounding the City during the past decades (50+ years) has removed much of the land from crop cultivation and livestock raising in favor of residential development and urban commercial/industrial uses. Crops once prevalent in the area included olives, apricots, and grapes.

According to the GP-EIR, some of this existing agricultural land, as well as vacant land used for purposes other than agriculture within the City, is 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). The remaining land is classified by the FMMP as Urban/Built-Up Land or Other Land, reflecting its developed condition or other characteristics that make it unsuitable for agriculture. None of the farmland designations applied by the FMMP to land within the City or SOI is classified as "important farmland" (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) by the State of California.

The Project site's farmland designation is classified as "Other Land," according to *Map My County*.

Based on the above, implementation of the proposed Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. There would be no impact.

Sources: General Plan, Chapter 2.3, *Land Use*; General Plan EIR (GP-EIR), Section 3.1, *Land Use and Planning*; and *Map My County* (**Appendix A**).

b) Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract? No Impact

The Project site is located along the southwest boundary of the Country Club Heights District, one of eleven (11) General Plan planning districts within the City of Lake Elsinore.

The 995.2-acre Country Club Heights District (CCHD) lies adjacent northeast of the Lake Edge and Lakeview Districts and is bisected by Riverside Drive which is the principal access route to the area from Interstate 15 (I-15). The CCHD is largely comprised of moderate to steeply sloping hillsides situated between the lake to the southwest and the City's Business District and Interstate 15 (I-15) to the northeast. The topography rises over 250 feet from Lakeshore Drive with predominantly west/southwest facing slopes cresting just northeast of Skyline Drive before descending with mostly northeast facing slopes to Strickland Avenue where it transitions to the Business District.

Most of the land within the CCHD is designated Hillside Residential (467.5 acres; 46.98%), followed by Low Density Residential (301.0 acres; 30.25%). It is also noted that due to various development constraints (i.e., topography, older legal-non-conforming lot sizes, obsolete street design, lack of infrastructure including street improvements, wet and dry utilities, other), most of this residential acreage remains in a vacant and undeveloped condition.

The CCHD and adjacent planning districts do not contain any land designated, or zoned, for agricultural use and no agricultural activities were observed in the vicinity of the Project site based on a visual site inspection and a review of aerial photographs.

The Project site's General Plan land use designation, as well as the Zoning, is Neighborhood Commercial. The Project site is surrounded by lands designated Hillside Residential (w/in the Country Club Heights District) northeast across Ryan Avenue, Neighborhood Commercial (APN 375-092-001; w/in the CCHD) and General Commercial; Lake Edge District) north/northwest extending approximately one-quarter (¼) mile to Riverside Drive ("four corners"), Recreational (w/in the Lake Edge District) south/southwest across Lakeshore Drive, and Hillside Residential (w/in CCHD) south across Manning Street.

The Project site is not located within or adjacent to any lands designated, or zoned, for agricultural use. And, as stated above, no agricultural activities were observed in the vicinity of the Project site based on a visual site inspection and a review of aerial photographs.

The Williamson Act, also known as the California Land Conservation Act of 1965, is the State law that enables landowners and local jurisdictions to enter into contractual agreements that offer a reduction in property taxes in exchange for the limitation of land uses to agricultural production, open space, recreation, or other uses deemed compatible by the local jurisdiction.

According to the City's GP-EIR, there are no Williamson Act agricultural preserves located within the City boundaries. This is consistent with *Map My County* which states the Project site is not in an Agricultural Preserve.

Based on the above, implementation of the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. There would be no impact.

Sources: General Plan, Chapter 2.3, *Land Use,* Chapter 2.4, *Circulation,* Country Club Heights District Plan, Figure CCH-1, *Country Club Heights District Land Use Plan*, and Lake Edge District Plan, Figure LE-1, *Lake Edge District Land Use Plan*; General Plan EIR, Section 3.1, *Land Use and Planning*; Figure **8, *General Plan Land Use Map*** and **Figure 9, *Zoning Map***, provided in Section III of this Initial Study; *Map My County* (**Appendix A**); Google Earth; and Project Plans (**Appendix L**).

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))? <u>No Impact</u>

Please reference Thresholds II.a and II.b for a description of the Project site and surrounding properties zoning and land use designations.

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 defined, managed, or used as forest land as identified in Public Resources Code Section 12220(g). Therefore, there would be no impact.

Sources: Public Resources Code Section 12220(g); and **Figure 8, *General Plan Land Use Map*** and **Figure 9, *Zoning Map***, provided in Section III of this Initial Study.

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 Threshold II.c, there is no forest land on or adjacent to the Project site. Therefore, implementation of the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. There would be no impact.

Sources: Public Resources Code Section 12220(g); and **Figure 8, *General Plan Land Use Map*** and **Figure 9, *Zoning Map***, provided in Section III of this Initial Study.

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, undeveloped land that has been repeatedly disked over past years in conjunction with weed abatement efforts. As previously discussed in Threshold II.a and Threshold II.b, the Project site is not located within or adjacent to any lands designated, or zoned, for agricultural use, and no agricultural activities were observed in the vicinity of the Project site based on a visual site inspection and a review of aerial photographs.

Based on the above, implementation of the proposed Project would 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. There would be no impact.

Sources: Project Plans (**Appendix L**); Google Earth; and **Figure 8, *General Plan Land Use Map*** and **Figure 9, *Zoning Map***, provided in Section III of this Initial Study.

Mitigation Measures: No mitigation measures are required.

III. AIR QUALITY

Any Tables or Figures in this Section are from the *Air Quality and Greenhouse Gas Emissions Study*, unless stated otherwise.

The California Supreme Court recently undertook review of a certified Environmental Impact Report (EIR) in *Sierra Club v. Fresno County (December 24, 2018)—Cal.5th* (Friant Ranch). The Supreme Court's opinion discussed the standard of review a court must apply when adjudicating a challenge to the adequacy of an EIR's discussion of significant impacts and mitigation measures; whether CEQA requires an EIR to connect a project's air quality impacts to specific health consequences; whether a lead agency retains the discretion to substitute later-adopted mitigation measures in place of those proposed in the EIR or whether that is impermissible deferred mitigation; and whether a lead agency may adopt mitigation measures that reduce a project's significant and unavoidable impacts, but not to a less-than-significant level (AEP 2019. Summary of Key 2018 CEQA Court Cases).

The *Air Quality and Greenhouse Gas Emissions Study* (*AQ/GHG Study*) found that Project related air pollutant emissions would be below the established thresholds set by the South Coast Air Quality Management District (SCAQMD), hence no mitigation was required. In this case, the Friant Ranch decision does not apply because the Project-generated pollutants are considered to be within the allowable limits for avoiding significant public health impacts. Friant Ranch is concerned with projects that have significant impacts and are required to disclose all potential health consequences from exposure to substantial pollution concentrations.

Therefore, by complying with the National and State Ambient Air Quality Standards (AAQS) and SCAQMD's air pollutant thresholds of significance that have been established for the purpose of protecting public health and welfare within a reasonable margin of safety, the Project is not expected to result in significant health impacts that would require further disclosure or evaluation.

a) **Would the Project conflict with or obstruct implementation of the applicable air quality plan? Less Than Significant Impact**

An Air Quality Management Plan (AQMP) describes air pollution control strategies to be taken by a City, County, or Region classified as a nonattainment area. The main purpose of an AQMP is to bring the area into compliance with Federal and State air quality standards. CEQA requires that certain proposed projects be analyzed for consistency with the AQMP. For this Project to be consistent with the 2016 AQMP adopted by the SCAQMD, the pollutants emitted from the Project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the AQMP projection. A project may also be deemed as consistent with the AQMP if feasible mitigation measures are implemented and shown to reduce the impact level to less than significant.

The 2016 AQMP states that the most significant air quality challenge in the SCAB is to reduce nitrogen oxide (NO_x) emissions sufficiently to meet the upcoming ozone standard deadlines. The Plan suggests that total SCAB emissions of NO_x must be reduced to approximately 141 tons per day (tpd) in 2023 and 96 tpd in 2031 to attain the 8-hour ozone standards. This represents an additional 45 percent reduction in NO_x in 2023, and an additional 55 percent NO_x reduction beyond 2031 levels. Section III.b demonstrates the Project will comply with the applicable thresholds of significance for NO_x, as well as the other criteria pollutants so it is consistent with the AQMP in this regard.

A project may also be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. With regard to air quality planning, the Southern California Association of Governments (SCAG) has prepared the Regional Transportation

Plan/Sustainable Community Plan (RTP/SCS) which is a long-range transportation plan that uses growth forecasts to project trends for regional population, housing and employment growth out to 2040 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 2016 AQMP. The updated growth forecasts in SCAG's 2016 RTP/SCS estimate that the employment numbers in Lake Elsinore would be 31,700 in 2040, up 19,900 from an employment number of 11,800 in 2012. Based on employee density factors in the Employee Density Report produced by SCAG, the proposed Project could result in approximately 147 employees. This would amount to an approximately one percent increase compared to 2012 employment in the City. The anticipated increase in employment would be within SCAG's projected 2040 employment increase of 19,900 from 2012 and the Project would not cause Lake Elsinore to exceed official regional population projections. This analysis above demonstrates the Project is consistent with the growth projections that were used to prepare the RTP/SCS.

Based on the analysis above and as demonstrated in Section III.b, the Project is consistent with the SCAQMD 2016 AQMP. Any impacts will be less than significant.

Sources: *Lakeview Plaza Project Air Quality and Greenhouse Gas Emissions Study,* prepared by Rincon Consultants, Inc., 7-28-2020 (*AQ/GHG Study*, **Appendix B**).

b) 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? Less Than Significant Impact with Mitigation Incorporated

Construction

Construction activities associated with the Project will result in emissions of carbon monoxide (CO), volatile organic compounds (VOC), NO_x, sulfur oxides (SO_x), particulate matter – 10 micrometers or less (PM_{10}), and $PM_{2.5}$. Construction related emissions are expected from the following construction activities:

- Site Preparation;
- Grading;
- Building Construction;
- Paving;
- Architectural Coating; and
- Construction Workers Commuting.

Construction of the Project is estimated to begin in year 2021 and last approximately 14 months. Construction activities are expected to consist of site preparation, grading, building construction, paving, and architectural coating. The assessment assumes that construction phases will not overlap. It is anticipated that the Project is expected to be operational by year 2022. Should any of these dates be delayed, they still remain valid, as, due to air quality regulations, emissions continuously improve over time.

The California Emissions Estimator Model Version 2016.3.2 (CalEEMod) was used to calculate criteria air pollutants and Greenhouse Gas (GHG) emissions from the construction and operation of the Project. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify criteria air pollutant and GHG emissions. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from off-site energy generation, solid waste disposal, vegetation planting and/or removal, and water use. The model also identifies mitigation measures to reduce criteria pollutant and GHG emissions. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the

California air districts.

The CalEEMod default construction equipment list is based on survey data and the size of the site. The parameters used to estimate construction emissions, such as the worker and vendor trips and trip lengths, utilize the CalEEMod defaults. The construction equipment list is shown in Appendix A of the *AQ/GHG Study*. The quantity of fugitive dust estimated by CalEEMod is based on the number of equipment used during site preparation and grading. CalEEMod estimates the worst-case fugitive dust impacts will occur during the site preparation phase. The total disturbance footprint would be 3.5 acres per 8-hour day with all equipment in use.

Regulatory Compliance

The SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to:

- Rule 1113 (Architectural Coatings);
- Rule 403 (Fugitive Dust);
- Rule 1186 / 1186.1 (Street Sweepers); and
- Rule 461 (Gasoline Transfer and Dispensing) – Operational.

In addition to compliance with these SCAQMD rules, the Project will implement **Mitigation Measure MM-AQ-1** to help assure air pollutant emissions during construction do not exceed established standards.

Air Quality Regional Significance Thresholds

The SCAQMD has established air quality emissions thresholds for criteria air pollutants for the purposes of determining whether a project may have a significant effect on the environment per Section 15002(g) of the Guidelines for implementing CEQA. By complying with the thresholds of significance, the Project would be in compliance with the SCAQMD Air Quality Management Plan (AQMP) and the federal and state air quality standards (see **Table III-1**).

Construction Emissions

Regional air quality emissions include both on-site and off-site emissions associated with construction of the Project. Regional daily emissions of criteria pollutants are compared to the SCAQMD regional thresholds of significance. As shown in **Table III-1, *Project Construction Emissions***, regional daily emissions of criteria pollutants are expected to be below the allowable thresholds of significance. In addition, the maximum onsite emissions will not exceed the SCAQMD's Local Significance Thresholds (LSTs). The Project must follow all standard SCAQMD rules and requirements with regards to fugitive dust control. In addition to compliance with SCAQMD rules, the Project will implement **Mitigation Measure MM-AQ-1** to help assure air pollutant emissions during construction do not exceed established standards. By incorporating the **Mitigation Measure MM-AQ-1**, the daily regional emissions will be below the SCAQMD thresholds of significance. Therefore, the Project's short-term construction impacts to regional air resources will be less than significant.

Table III-1
Project Construction Emissions

Activity	Maximum Emissions (pounds/day)[1]					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Construction Emissions	14.2	84.9	29.0	0.2	10.5	6.5
SCAQMD Regional Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Exceeds Regional Thresholds?	No	No	No	No	No	No
Maximum Onsite Emissions	11.7	42.4	21.5	<0.1	8.1	4.7
SCAQMD Local Significance Thresholds	N/A	339	1,763	N/A	12	7
Exceeds Local Significance Thresholds?	No	No	No	No	No	No

[1] See *AQ/GHG Study* Appendix A for modeling results. Some numbers may not add up precisely to the numbers indicated due to rounding. Maximum on-site emissions are the highest emissions that would occur on the Project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

Operational Emissions

Operational activities associated with the proposed Project will result in emissions of VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources:

- Mobile Source Emissions;
- Area Source Emissions; and
- Energy Source Emissions.

Mobile source emissions are from motor vehicles and are the largest single long-term source of air pollutants from the operation of the Project. Emissions are also generated from *area sources* such as the consumption of natural gas for heating, hearths, landscaping equipment, consumer product usage, and architectural coatings (painting). *Energy source emissions* typically occur off-site at a power plant and are considered an indirect source of emissions. Energy source emissions are mainly used for estimating GHG's.

Long-term operational air pollutant impacts from the Project are shown in **Table III-2, *Project Operational Emissions***. Project operations are not expected to exceed the allowable daily emissions thresholds for criteria pollutants at the regional level. Therefore, the Project would not conflict with the current air quality plan nor violate the established air quality standards, either directly or cumulatively. The Project related long-term air quality impacts would be less than significant.

Table III-2
Project Operational Emissions

Activity	Maximum Emissions (pounds/day)[1]					
	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.9	<0.1	<0.1	0	<0.1	<0.1
Energy	<0.1	0.5	0.5	<0.1	<0.1	<0.1
Mobile	5.8	27.3	60.5	0.2	15.9	4.4
Project Emissions	6.8	27.8	61.0	0.2	16.0	4.4
SCAQMD Daily Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Exceeds Thresholds?	No	No	No	No	No	No

[1] See *AQ/GHG Study* Appendix A for modeling results. Some numbers may not add up precisely to the numbers indicated due to rounding.

With adherence to **Mitigation Measure MM-AQ-1**, the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an

applicable federal or state ambient air quality standard. Any impacts will be less than significant.

Sources: *Lakeview Plaza Project Air Quality and Greenhouse Gas Emissions Study,* prepared by Rincon Consultants, Inc., 7-28-2020 (*AQ/GHG Study*, **Appendix B**).

c) Would the Project expose sensitive receptors to substantial pollutant concentrations? Less Than Significant Impact with Mitigation Incorporated

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools (etc.). According to the *AQ/GHG Study*, the closest sensitive receptors to the Project site are single-family residences located 35 feet to the northeast and 60 feet to the south.

Toxic Air Contaminants (TACs)

Construction Emissions

Construction-related activities would result in temporary Project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by the California Air Resources Board (CARB) in 1998. According to CARB, the potential cancer risk from the inhalation of DPM outweighs the potential non-cancer health impacts. Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed Project would occur over approximately 14 months. The dose to which the 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 extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the Project. Thus, the duration of proposed construction activities (i.e., 14 months) is approximately 1.7 percent of the total exposure period used for health risk calculation. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk.

The maximum PM_{10} and $PM_{2.5}$ emissions would occur during Project site preparation and grading activities. These activities would last for approximately three months. PM emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less construction equipment. While the maximum DPM emissions associated with site preparation and grading activities would only occur for a portion of the overall construction period, these activities represent the worst-case condition for the total construction period. This would represent less than one percent of the total exposure period for health risk calculation. Therefore, given the aforementioned, DPM generated by Project construction would not create conditions where the probability is greater than one in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual.

To reduce potential TAC emissions to the greatest extent feasible, **Mitigation Measures MM-AQ-2** and **MM-AQ-3** are recommended to reduce DPM exposure from construction activities at nearby residences. These measures include Tier 4 engine requirements (assuming availability), construction vehicle staging areas, and prohibiting the operation of on-site diesel equipment during Stage 4 Air Alerts when there is an "Unhealthy" Air Quality Index (AQI). With implementation of these measures, potential impacts related to TACs emitted during construction of the Project would be less than significant.

Operational Emissions

Table III-2 demonstrated that operation of the Project would not exceed the established SCAQMD Local Significance Thresholds (LSTs). Therefore, the Project the Project will result in less than significant localized operational emissions impacts, and no mitigation is required.

Carbon Monoxide "Hot Spots"

The significance of localized Carbon Monoxide (CO) "hot spots" impacts depends on whether ambient CO levels in the vicinity of the Project are above or below federal or state standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of the AAQS. If ambient levels already exceed State or federal standards, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more.

Current CO levels in the South Coast Air Basin (SCAB) are in attainment of both federal and state standards, and local air quality monitoring data indicates there have not been any localized exceedances of CO over the past three years. Therefore, the Project must not contribute to an exceedance of a federal or state ambient air quality standard.

A CO hot spot is a localized concentration of CO that is above the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the publishing of the 1993 CEQA Air Quality Handbook, the SCAB was designated nonattainment and projects were required to perform hot spot analyses to ensure they did not exacerbate an existing problem. Since this time, the SCAB has achieved attainment status and the potential for hot spots caused by vehicular traffic congestion has been greatly reduced. In fact, the SCAQMD AQMP found that peak CO concentrations were primarily the result of unusual meteorological and topographical conditions and not traffic congestion and the 2003 SCAQMD AQMP found that, at four of the busiest intersections in Los Angeles, there were no CO hot spots concentrations.

Additionally, based on the results of the Traffic Impact Study, all nearby study area intersections were shown to operate at level of service D or better with the addition of the Project and mitigation measures. It is reasonable to conclude, therefore, that the Project would not significantly contribute to the formation of CO Hot Spots in the Project vicinity. Based on this information the Project impact to CO Hot Spots is less than significant.

Naturally Occurring Asbestos

The Project is located in Riverside County, CA, which is not among the California counties that are found to have serpentine and ultramafic rock in their soils. Therefore, the potential risk for naturally occurring asbestos during Project construction is small. However, in the event asbestos is found on the site, the Project will be required to comply with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) Asbestos Program. An Asbestos NESHAP Notification Form shall be completed and submitted to the California Air Resources Board immediately upon discovery of the contaminant. The Project will be required to follow NESHAP standards for emissions control during site renovation, waste transport and

waste disposal. A person certified in asbestos removal procedures will be required to supervise on-site activities. By following the required asbestos abatement protocols, the Project impact is less than significant. These protocols are not considered unique mitigation under CEQA.

Impact Summary

The preceding analysis has demonstrated the Project will not expose sensitive receptors to substantial pollutant concentrations including toxic air contaminants. The Project must follow all SCAQMD rules and requirements with regards to fugitive dust control, as well as **Mitigation Measure MM-AQ-1**. In addition, the Project will implement **Mitigation Measures MM-AQ-1** and **MM-AQ-2** to reduce potential TAC emissions during construction. With implementation of **MM-AQ-1** through **MM-AQ-3**, potential impacts will be reduced to less than significant levels.

Sources: *Lakeview Plaza Project Air Quality and Greenhouse Gas Emissions Study,* prepared by Rincon Consultants, Inc., 7-28-2020 (*AQ/GHG Study*, **Appendix B**).

d) Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? Less Than Significant Impact

Heavy-duty equipment in the Project area during construction will emit odors, however, the construction activity would cease to occur after individual construction is completed. The Project is required to comply with Rule 402 during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Land uses that commonly receive odor complaints include agricultural uses (farming and livestock), chemical plants, composting operations, dairies, fiberglass molding facilities, food processing plants, landfills, refineries, rail yards, and wastewater treatment plants. The proposed Project does not contain land uses that would typically be associated with significant odor emissions.

Onsite restaurant uses may emit odors; however, these are not typically considered offensive and several standard control measures will be implemented to reduce food odors. The Project will be required to comply with standard building code requirements related to exhaust ventilation, as well as comply with SCAQMD Rule 402. Project related odors are not expected to meet the criteria of being a nuisance. The vehicle trips generated by the Project would occur throughout the day, so the exhaust would not be heavily concentrated for extended periods. The Project could also result in odor from dispensing gasoline. The gas pumping areas are located over 350 feet from the nearest sensitive receptors; therefore, the odors from dispensing gasoline are not expected to be detectible to off-site sensitive receptors.

As discussed in III.c, the Project will not be a significant source of toxic air contaminants and sensitive receptors would not be exposed to toxic sources of air pollution.

Considering the low intensity of potential odor emissions and the distance to the nearest sensitive receptors, the Project's operational activities would not result in other emissions (such as those leading to odors) affecting a substantial number of people. No other sources of objectionable odors have been identified for the proposed Project. Any impacts will be less than significant.

Sources: *Lakeview Plaza Project Air Quality and Greenhouse Gas Emissions Study,* prepared by Rincon Consultants, Inc., 7-28-2020 (*AQ/GHG Study*, **Appendix B**).

Mitigation Measures:

MM-AQ-1 During construction, the applicant and contractors shall comply with the following to the satisfaction of the City Planning Department and Inspectors as applicable:

- All construction equipment shall be maintained in proper tune.
- All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
- The use of heavy construction equipment shall be suspended during first stage smog alerts.
- "Clean diesel" equipment shall be used when modified engines (catalyst equipped, or newer Moyer Program retrofit) are available at a reasonable cost.
- The Project must follow SCAQMD rules and requirements with regards to fugitive dust control, which include but are not limited to the following:
    - All active construction areas shall be watered two (2) times daily.
    - All haul trucks shall be covered or shall maintain at least two (2) feet of freeboard.
    - All unpaved parking or staging areas shall be paved or watered a minimum of two (2) times daily.
    - Speed on unpaved roads shall be reduced to less than 15 mph.
    - Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
    - Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
    - All operations on any unpaved surface shall be suspended if winds exceed 25 mph.
- Carpooling shall be encouraged for construction workers.
- Any dirt hauled off-site shall be wet down or covered.
- Access points shall be washed or swept daily.
- Construction sites shall be sandbagged for erosion control.
- Use low VOC content paint wherever possible.
- The Project shall comply with all SCAQMD Rule 461 requirements regarding gasoline transfer and dispensing.

MM-AQ-2 The number of hauling trips during construction activities, including importing or exporting of soil materials during grading, shall not exceed 107 daily trips.

MM-AQ-3 To minimize diesel particulate emissions from construction activities, the applicant and contractors shall implement the following:

- All off-road construction equipment shall be fitted with Tier 4 engines to the extent practical and feasible by the determination of the City;
- Construction vehicle staging areas shall be located as far as possible from nearby residences;
- The operation of onsite diesel equipment shall be suspended during Stage 4 Air Alerts when SCAQMD identifies the Air Quality Index (AQI) as "Unhealthy" (http://www.aqmd.gov/home/air-quality).

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 Impact with Mitigation Incorporated

At present, the Project site consists of approximately 4.26 acres of gross land area comprised of five (5) contiguous Assessor's parcels that are in a vacant, undeveloped condition. It is further noted that the Project site has been repeatedly disked over the years in conjunction with weed abatement efforts.

EXISTING CONDITIONS

The entire Project site is a part of a descending southwest facing slope with a steeper sloping flank along the southeast half of the site that is bisected by an ephemeral drainage, and a more modest slope gradient that comprises the northwest half of the site which becomes increasingly gentle and flattened. The Project site elevation ranges from 1,277 to 1,342 feet above mean sea level (AMSL). The topography of the Project site and surrounding area are depicted on **Figure 3,** ***Aerial Photograph***, included in Section III of this Initial Study, and **Figure VII-1,** ***Surrounding Topography***, included in Section VII of this Initial Study.

Regulatory Constraints

This Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) indicates the following sensitive species and conservation requirements for the Project site:

- The proposed Project does not occur within areas requiring surveys for amphibians, burrowing owl, mammals, Narrow Endemic Plant Species, or Criteria Area Plant Species;
- In addition, the Project's MSHCP Consistency Analysis also includes assessments for riparian/riverine habitat, riparian/riverine species and vernal pool/fairy shrimp habitat.

The MSHCP protects special-status species are native species within its boundaries that have been afforded special legal or management protection because of concern for their continued existence. In addition to the MSHCP, there are a number of federal and State laws and regulations that protect various biological resources, including the Federal Endangered Species Act, the California Endangered Species Act, Sections 3503 and 3511 of California Fish and Game Code, and the Migratory Bird Treaty Act.

Watershed and Drainages

The Project site is within the approximate 2,650-square mile Santa Ana River Watershed which spans from portions of San Jacinto Mountains, San Bernardino Mountains, San Gabriel Mountains, Santa Ana Mountains, to the cities of Rialto, Lake Elsinore (of which the Project site is a part), Anaheim, Huntington Beach, and Irvine. Two major rivers drain the Santa Ana River watershed, the Santa Ana River and the San Jacinto River. A single on-site drainage feature leads into a storm water inlet culvert at the southwest corner of the Project site adjacent to Manning Street and flows under Lakeshore Drive (*MSHCP Analysis*, Figure 3, p. 9).

Existing Vegetation and Wildlife

According to the *MSHCP Analysis*, only one land cover type occurs within the Project site: disturbed habitat Figure 5, Vegetation Communities Map). This land cover type is not formally recognized as an official vegetation community. Disturbed areas comprise the entire Project site and much of the

surrounding area and generally consist of lands that have undergone prior grading and/or off-road vehicle recreational use and unimproved access roads. The site itself is heavily disked and largely un-vegetated. The Project site and surrounding area provide limited habitat for wildlife species that commonly occur within urban communities in Riverside County that are tolerant of human activity such as small mammals, songbirds, and small reptiles.

Riparian/Riverine, Vernal Pool Areas and Jurisdictional Features

Section 6.1.2 of the MSHCP describes the process to protect species associated with riparian/riverine areas and vernal pools. As defined in the MSHCP, riparian/riverine areas are lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or depend on a nearby freshwater source or areas that contain a freshwater flow during all or a portion of the year. These areas may support one or more species listed in Section 6.1.2 of the MSHCP.

Vernal pools are seasonal wetlands that occur in depressions, typically have wetland indicators that represent all three parameters (soils, vegetation, and hydrology), and are defined based on vernal pool indicator plant species during the wetter portion of the growing season but normally lack wetland indicators associated with vegetation and/or hydrology during the drier portion of the growing season.

The single ditch observed within the Project site does not drain into areas designated for conservation under the MSHCP. Further, this ditch does not provide wetland habitat, did not result from human actions to create open waters, or from the alteration of natural stream courses, and does not contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, and is therefore excluded from the definitions of riparian/riverine areas and vernal pools. Additionally, the ditch described does not contain suitable habitat for MSHCP-covered species that occur in riparian/riverine areas (e.g., least Bell's vireo [*Vireo bellii pusillus*], southwestern willow flycatcher [*Empidonax traillii extimus*], western yellow-billed cuckoo [*Coccyzus americanus occidentalis*], etc.). For these reasons, it has been determined that the ditch does not provide any function or value to these MSHCP-covered species.

Jurisdictional Drainages and Wetlands

- *Waters of the U.S. and Waters of the State* are defined under the Clean Water Act (USACE 33 CFR Part 328) and the Porter-Cologne Water Quality Control Act (CA Water Code Section 13000 et seq.). Waters of the U.S. or Waters of the State fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWCQB), and California Department of Fish and Wildlife (CDFW) and may require acquisition of permits for impacts to them.
- *U.S. Army Corps of Engineers*. According to the federal Clean Water Act, water-filled depressions created in dry land incidental to mining or construction activity, including gullies, rills, and other ephemeral features that do not meet the definition of tributary, and non-wetland swales are not classified as "waters of the United States". The ditch within the study area contains ephemeral flow and was not excavated in, and did not relocate, a covered tributary. Therefore, it does not fall under the jurisdiction of USACE due to its isolation and substantial distance from navigable or interstate waters. For these reasons, the *MSHCP Analysis* preliminarily determined that USACE-jurisdictional "waters of the United States" are not present on the Project site.
- *California Regional Water Quality Control Board*. Current regulatory practice by the RWQCB indicate the ditch and culvert inlet do not comprise RWQCB-jurisdictional "waters of the State" as they are man-made and/or originate from localized erosion and road runoff, and do not contain a natural water source.
- *California Department of Fish and Wildlife*. The ditch and culvert inlet are derived from localized erosion and road runoff and do not contain a natural water source, with no real origin or destination beyond the offsite portion of the ditch. This ditch does not contain distinct habitat for wildlife species

separate from the adjacent upland habitat. The vegetation type associated with this ditch is entirely upland and no hydrophytic vegetation is present. Therefore, the ditch and inlet are not subject to the jurisdiction of the CDFW.

Urban/Wildlands Interface Guidelines

According to section 6.1.4 of the MSHCP, the Urban/Wildlands Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. The study area is not near a conservation area (the closest is located approximately 0.75 miles northeast of the study area) and therefore the Urban/Wildlife Interface Guidelines are not applicable. Furthermore, the study area is separated from the nearest conservation area by Highway 74 and a residential area.

Other Sensitive Biological Resources

Sensitive biological resources not addressed by the MSHCP include USFWS critical habitat, nesting birds, and protected trees.

- *Critical Habitat*. As indicated by the United States Fish and Wildlife Service (USFWS) Critical habitat portal (USFWS 2019b) and the CDFW BIOS (CDFW 2019c), critical habitat for San Diego ambrosia (*Ambrosia pumila*) is located approximately 1.4 miles north of the study area and Critical habitat the USFWS Critical habitat for coastal California gnatcatcher (*Polioptila californica californica*) is located approximately 1.4 miles northeast of the study area. San Diego ambrosia is listed as Endangered by USFWS and has a rank of 1B.1 by the California Native Plant Society (CNPS). California coastal gnatcatcher is listed as a Species of Special Concern in California and is listed as Threatened by the USFWS. Based on the distance of critical habitat from the study area and lack of suitable habitat, the proposed Project is not expected to affect Critical habitat for these species.
- *Nesting Birds*. California Fish and Game Code Section 3503 and the Migratory Bird Treaty Act (MBTA) protect native birds and their nests from direct take. The study area contains trees, shrubs and ground surfaces suitable for nesting birds. The properties adjacent to the Project site contain ornamental/landscaping that may provide suitable nesting habitat for several avian species. Additionally, large stands of eucalyptus and riparian woodlands exist about 106 feet southwest of the site adjacent to Lakeshore Drive and along the lake shore.
- *Protected Trees*. There is a single Canary Island date palm (*Pheonix canariensis*) present on the Project site that is protected by the Lake Elsinore Significant Palm Trees Ordinance (Chapter 5.116). Based on review of the site plan, the date palm will require removal to accommodate the proposed Project footprint. The City requires a palm tree removal permit to remove palm trees that exceed five feet in height plus an arborist report prepared to City standards pursuant to the ordinance. Removed significant palms are to be relocated within the City or are replaced/mitigated with palm tree(s) of like species and quantity and of commensurate aesthetic value as determined by the Director of Community Services.
- *Special-Status Plants*. No special-status plant species were observed on the study area during the survey. All species with recorded occurrences in the study area vicinity are associated with habitats not found on the Project site.

IMPACT ANALYSIS

The Project site falls within the MSHCP fee area. Payment of any necessary development mitigation fees (whether special-status species are present or not), as well as compliance with the requirements of Section 6.0 of the MSHCP, is intended to provide full mitigation under CEQA, the National Environmental Policy Act (NEPA), the California Endangered Species Act (CESA), and the Federal Endangered Species Act (FESA) for impacts on species and habitats covered by the MSHCP, pursuant to agreements with the

USFWS and the CDFW, as set forth in the implementing agreement for the MSHCP (reference **Mitigation Measure MM-BIO-1**).

- *Habitat Assessment*. The Project will not impact narrow endemic plant species (NEPS), riparian/riverine habitat or species, vernal pools/fairy shrimp habitat, or conservation areas. Therefore, the Project will not conflict with Sections 6.1.2, 6.1.3, and 6.3.2 of the MSHCP. Under the requirements of Section 6.3.1 of MSHCP, vegetation mapping is provided in the *MSHCP Analysis* to assess the presence of suitable habitat for Criteria Area Plant Species.
- *Riparian/Riverine and Jurisdictional Features*. The Project site study area contains a single ditch; however, the ditch is not consistent with the MSHCP definition of a riparian/riverine system. No riparian/riverine species, pursuant to MSHCP guidelines, were observed. Therefore, no further actions under the MSHCP are recommended. The ditch is also not under the jurisdiction of the USACE, RWQCB, or CDFW.
- *Nesting Birds*. Migratory or other common bird species may nest in the red gum (*Eucalyptus camaldulensis*), Canary island date palm, and Peruvian pepper trees (*Schinus molle*) on site or the adjacent offsite grove of red gum on the other side of Lakeshore Drive to the southwest. Therefore, construction of the Project has the potential to directly (by destroying a nest) or indirectly (through construction noise, dust, and other human disturbances that may cause a nest to fail) impact nesting birds protected under the California Fish and Game Commission (CFGC) and MBTA if construction occurs during the nesting bird season (February 1 through August 31). Implementation of **Mitigation Measure MM-BIO-2** would help assure avoidance and/or minimization of potential impacts to nesting birds and raptors.

The Project site falls within the MSHCP fee area and as such the Project proponent/developer would be required pay MSHCP Mitigation Fees as outlined in **MM-BIO-1**.

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

Small Mammals. The proposed Project is not located within the Mammal Species Survey Area (MSSA) of the MSHCP and the site does not provide suitable habitat for sensitive MSHCP mammal species. Therefore, no impacts would occur to sensitive small mammals.

Burrowing Owl. The MSHCP requires a habitat assessment and survey if burrowing owl habitat occurs on site. As set forth in the *MSHCP Analysis* and the *RCIP Conservation Summary Report* (*MSHCP Analysis*, Appendix A, p. A-1), a burrowing owl survey for the Project site is not required as it is not in an area that requires a survey and due to the disturbed condition of the site caused by repeated disking.

Migratory/Nesting Birds. Development of the proposed Project could potentially 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. Therefore, **MM-BIO-2** shall be implemented. With incorporation of **MM-BIO-2**, any potential impacts would be reduced to a level that is less than significant.

Based on the above, implementation of the proposed Project would not 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. With the implementation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**, any impacts would be less than significant.

Sources: *Lakeview Plaza Project - MSHCP Consistency Analysis and Habitat Assessment,* prepared by Rincon Consultants, Inc., 9-2019 (*MSHCP Analysis,* **Appendix C**).

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

As set forth in Threshold IV.a, the single ditch identified on the Project site is not consistent with the MSHCP definition of a riparian/riverine system, and it is not under the jurisdiction of the USACE, RWQCB, or CDFW. No riparian habitat or other sensitive natural community occurs on the Project site. Therefore, Threshold IV.b is not applicable to the proposed Project. There would be no impact.

Sources: *Lakeview Plaza Project - MSHCP Consistency Analysis and Habitat Assessment,* prepared by Rincon Consultants, Inc., 9-2019 (*MSHCP Analysis*, **Appendix C**).

c) Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? No Impact

The Project site contains a single ditch, but its condition is not consistent with the MSHCP definition of a riparian/riverine system. No riparian/riverine species pursuant to MSHCP guidelines were observed. Therefore, no further actions under the MSHCP are recommended. The ditch is also not under the jurisdiction of the USACE, RWQCB, or CDFW.

The USACE, under Section 404 of the Federal Clean Water Act (CWA), regulates discharges of dredged or fill material into "waters of the United States." These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a connection to interstate or foreign commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or it may be indirect (through a connection identified in USACE regulations). The USACE typically regulates as non-wetland waters of the U.S. any body of water displaying an ordinary high water mark. In order to be considered a jurisdictional wetland under Section 404, an area must possess hydrophytic vegetation, hydric soils, and wetland hydrology. None of these conditions were identified in the *MSCHP Analysis* summarized in Threshold IV.a.

The CDFW, under Sections 1600 et seq. of the California Fish and Game Code, regulates alterations to lakes, rivers, and streams. A stream is defined by the presence of a channel bed and banks, and at least an occasional flow of water. The CDFW also regulates habitat associated with the streambed, such as wetland, riparian shrub, and woodlands. None of these conditions were identified in the *MSHCP Analysis* summarized in Threshold IV.a.

The RWQCB is responsible for the administration of Section 401 of the CWA, through water quality certification of any activity that may result in a discharge to jurisdictional waters of the U.S. The RWQCB may also regulate discharges to "waters of the State," including wetlands, under the California Porter-Cologne Water Quality Control Act. None of these conditions were identified in the *MSHCP Analysis* summarized in Threshold IV.a.

No vernal pools or other wetland features were identified on the Project site.

Lastly, other kinds of perennial or seasonal aquatic features that could be classified as federally protected wetlands as defined by Section 404 of the Clean Water Act (e.g., rivers, open waters, swamps, marshes, bogs, fens, etc.) are not present on the Project site.

Based on the above, implementation of the Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. There would be no impact.

Sources: *Lakeview Plaza Project - MSHCP Consistency Analysis and Habitat Assessment,* prepared by Rincon Consultants, Inc., 9-2019 (*MSHCP Analysis*, **Appendix C**).

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? Less Than Significant Impact with Mitigation Incorporated

As previously discussed in Threshold IV.a, California Fish and Game Code Section 3503 and the MBTA protect native birds and their nests from direct take. The Project site study area contains trees, shrubs and ground surfaces suitable for nesting birds. The properties adjacent to the study area contain ornamental/landscaping that may provide suitable nesting habitat for several avian species. Additionally, large stands of eucalyptus and riparian woodlands exist about 106 feet southwest of the study area, adjacent to Lakeshore Drive and along the lake shore.

Migratory or other common bird species may nest in the red gum (*Eucalyptus camaldulensis*), Canary island date palm, and Peruvian pepper trees (*Schinus molle*) on site or the adjacent offsite grove of red gum trees on the other side of Lakeshore Drive to the southwest. Therefore, construction of the Project has the potential to directly (by destroying a nest) or indirectly (through construction noise, dust, and other human disturbances that may cause a nest to fail) impact nesting birds protected under the CFGC and MBTA if construction occurs during the nesting bird season (February 1 through August 31).

Implementation of **Mitigation Measure MM-BIO-2** would help assure avoidance and/or minimization of potential impacts to nesting birds and raptors. With incorporation of **MM-BIO-2**, any potential impacts would be reduced to a level that is less than significant.

Sources: *Lakeview Plaza Project - MSHCP Consistency Analysis and Habitat Assessment,* prepared by Rincon Consultants, Inc., 9-2019 (*MSHCP Analysis*, **Appendix C**).

e) Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? Less Than Significant Impact

There is a single Canary Island date palm (*Pheonix canariensis*) present on the Project site study area that is protected by the Lake Elsinore Significant Palm Trees Ordinance (Ch. 5.116, [Ord. 1256 § 1, 2008]). Based on review of the Project site plan, the date palm will require removal to accommodate the proposed project footprint.

The City requires a palm tree removal permit to remove palm trees that exceed five feet in height. The palm tree removal permit application requires an arborist report be prepared to City standards pursuant to the ordinance. Removed significant palms are to be relocated within the City or are replaced/mitigated with palm tree(s) of like species and quantity and of commensurate aesthetic value as determined by the Director of Community Services.

Implementation of the proposed Project will accommodate all City of Lake Elsinore development ordinances including the Lake Elsinore Significant Palm Trees Ordinance. With adherence to Ord. 1256, the impact caused by the implementation of the proposed Project and subsequent removal/relocation of the

single Canary Island date palm would be reduced to a level that would be less than significant.

Sources: *Lakeview Plaza Project - MSHCP Consistency Analysis and Habitat Assessment,* prepared by Rincon Consultants, Inc., 9-2019 (*MSHCP Analysis*, **Appendix C**); and LEMC, Ord. 1256 § 1, 2008.

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 Impact 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 Project site and surrounding 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 USFWS and/or CDFW.

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, multijurisdictional 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 Project site is not within a criteria cell or cell group and, therefore, also not within a subunit of the Elsinore Area Plan. The proposed Project would be subject to the MSHCP Fee, as required under mitigation measure **Mitigation Measure MM-BIO-1**.

The *MSHCP Analysis* evaluated the Project 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).

A summary of the findings set forth in the *MSHCP* is included in Threshold IV.a. The reader is referred to the report for full particulars.

With payment of MSHCP Development Mitigation Fees (whether special-status species are present or not), impacts to any special-status species covered under the "take" provisions of the MSHCP would be less than significant. The proposed Project is not expected to result in any significant impacts to any species-status plant or wildlife species that are not covered under the "take" provisions of the MSHCP.

Lastly, implementation of **Mitigation Measure MM-BIO-2** would help assure avoidance and/or minimization of potential impacts to nesting birds and raptors. With incorporation of **MM-BIO-2**, any potential impacts would be reduced to a level that is less than significant.

Sources: *Lakeview Plaza Project - MSHCP Consistency Analysis and Habitat Assessment,* prepared by Rincon Consultants, Inc., 9-2019 (*MSHCP Analysis*, **Appendix C**).

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 ***Pre-Construction Nesting Bird Survey and Avoidance.*** Implementation of the following recommended measures would help assure avoidance and/or minimization of potential impacts to nesting birds and raptors:

- To avoid take of nesting birds, vegetation removal and initial ground disturbance should occur outside the nesting bird breeding season, which is approximately February 1 through August 31. If construction must begin within the bird breeding season, then no more than one (1) week prior to ground disturbance and/or vegetation removal, a nesting bird preconstruction survey should be conducted by a qualified biologist within the disturbance footprint plus a 300-foot buffer. If no nests are observed, no further action is required.
- If nests are found, their locations should be flagged and then mapped onto an aerial photograph of the Project site and/or recorded with the use of a GPS unit. An appropriate avoidance buffer (size of buffer depending upon the species and the proposed work activity) should be determined and demarcated by a qualified biologist. No work should occur within the avoidance buffer, and a qualified biologist should be present on site to monitor bird behavior and ensure no disturbance to the nest occurs as necessary.
- If disturbance is detected (e.g., alarm calling, flight from the nest) as determined by the qualified biologist, work in the area should halt immediately until such time as the young have left the nest of their own volition. Work may take place on other areas of the Project site as long the activity does not likewise result in disturbance to the nest or nesting bird, as determined by a qualified biologist.

V. CULTURAL RESOURCES

a) Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5? No Impact

The Project site is identified as consisting of approximately 4.3 acres of undeveloped land (Assessor's Parcel Numbers 375-092-002, 375-092-003, 375-092-004, 375-092-005, and 375-092-006) located at the corner of West Lakeshore Drive and Manning Street. The proposed Project will involve the construction of a 43,120 square foot retail and restaurant development. The proposed Project requires compliance with the California Environmental Quality Act (CEQA) including CEQA Guidelines §15064.5 entitled "Determining the Significance of Impacts to Archaeological and Historical Resources".

The *Cultural Resources Assessment* prepared for the Project (*CRA*) presents the results of 1) a cultural resources records search, 2) Native American outreach, 3) archival research, and 4) field survey. The *CRA* has been prepared according to the California Office of Historic Preservation's (1990) *Archaeological Resource Management Reports* guidelines. The findings of the *CRA* are summarized below:

- The records search conducted at the Eastern Information Center identified 11 cultural resources within a 0.5-mile search radius of the Project site;
- These resources include one prehistoric archaeological site, three prehistoric isolated artifacts, one multi-component (prehistoric and historic period) archaeological site, one historic period archaeological site, and five historic period buildings;
- No cultural resources have been previously documented within or immediately adjacent to the Project site;
- A search of the Sacred Lands File housed at the Native American Heritage Commission resulted in negative findings;
- A review of historical maps and aerial photographs indicates that the Project site has been undeveloped since at least the early 1950s;
- Finally, no cultural resources were identified during the pedestrian survey of the Project site.

The *CRA* concluded there would be no impacts to historical resources. Based on the results of the *CRA*, implementation of the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5. There would be no impact.

Sources: *Lakeview Plaza Project Phase I Cultural Resources Assessment,* prepared by Rincon Consultants, Inc., 9-2019 (*CRA,* **Appendix D**).

b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5? Less than Significant with Mitigation Incorporated

Threshold V.b addresses the potential adverse change in significance of an *archeological* resource pursuant to CEQA Guidelines §15064.5. Please refer to the discussion set forth in Threshold V.a, for a summary of the Project site, the proposed Project development plan, identification of the Project-specific *CRA* performed, and the subsequent *CRA* findings and recommendations. As previously summarized with respect to archeological resources, "one prehistoric archaeological site, three prehistoric isolated artifacts, one multi-component (prehistoric and historic period) archaeological site, one historic period archaeological site, and five historic period buildings" were identified within 0.5-mile of the Project site and documented in the *CRA*. No cultural resources have been previously documented within or immediately adjacent to the Project site. A search of the Sacred Lands File housed at the Native American Heritage Commission resulted in negative findings, and finally, no cultural resources were identified during

the pedestrian survey of the Project site.

While archeological resources are not anticipated to be found at the Project site, **Mitigation Measures MM-CUL-1** through **MM-CUL-5** are recommended to ensure that any potential disturbance to buried cultural resources during the grading and/or construction phases of the Project is reduced to a less than significant level. With the incorporation of **Mitigation Measures MM-CUL-1** through **MM-CUL-5**, listed below, implementation of the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. Any impacts would be less than significant with mitigation incorporated.

Sources: *Lakeview Plaza Project Phase I Cultural Resources Assessment,* prepared by Rincon Consultants, Inc., 9-2019 (*CRA,* **Appendix D**).

c) Would the Project disturb any human remains, including those interred outside of formal cemeteries? Less than Significant with Mitigation Incorporated

Due in part to the Project site having been previously disturbed (extensive disking), no human remains, or cemeteries are anticipated to be disturbed by the proposed Project. However, previously unknown human remains may be located below the ground surface which could potentially be encountered during construction excavations associated with the proposed Project. This conclusion is based on the documented prehistoric occupation of the region, the identification of multiple surface archaeological resources within one mile of the Project site, and favorable natural conditions that would have attracted prehistoric inhabitants to the area.

In order to ensure that implementation of the Project would not disturb any human remains, including those interred outside of formal cemeteries, **Mitigation Measures MM-CUL-6** and **MM-CUL-7**, listed below, will be incorporated. With incorporation of **Mitigation Measures MM-CUL-6** and **MM-CUL-7**, any impact would be less than significant.

Sources: *Lakeview Plaza Project Phase I Cultural Resources Assessment,* prepared by Rincon Consultants, Inc., 9-2019 (*CRA,* **Appendix D**.

Mitigation Measures:

MM-CUL-1 ***Unanticipated Resources.*** The developer/permit holder or any successor in interest shall comply with the following for the life of this permit. If during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed:

1. All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the Project Archaeologist, the Native American tribal representative(s) from consulting tribes (or other appropriate ethnic/cultural group representative), and the Community Development Director or their designee to discuss the significance of the find.
2. The developer shall call the Community Development Director or their designee immediately upon discovery of the cultural resource to convene the meeting.
3. At the meeting with the aforementioned parties, the significance of the discoveries shall be discussed, and a decision is to be made, with the concurrence of the Community Development Director or their designee, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resource.
4. Further ground disturbance shall not resume within the area of the discovery until a meeting has been convened with the aforementioned parties and a decision is made,

with the concurrence of the Community Development Director or their designee, as to the appropriate mitigation measures.

MM-CUL-2 ***Archaeologist/CRMP***. Prior to issuance of grading permits, the applicant/developer shall provide evidence to the Community Development Department that a Secretary of Interior Standards qualified, and certified Registered Professional Archaeologist (RPA) has been contracted to implement a Cultural Resource Monitoring Program (CRMP) that addresses the details of all activities that must be completed and procedures that must be followed regarding cultural resources associated with this Project. The CRMP document shall be provided to the Community Development Director or their designee for review and approval prior to issuance of the grading permit.

The CRMP provides procedures to be followed and are to ensure that impacts on cultural resources will not occur without procedures that would reduce the impacts to less than significant. These measures shall include, but shall not be limited to, the following:

Archaeological Monitor - An adequate number of qualified monitors shall be present to ensure that all earth-moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist, in consultation with the Tribal monitor.

Cultural Sensitivity Training - The Project Archaeologist and a representative designated by the consulting Tribe(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all Construction Personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training, and all construction personnel must attend prior to beginning work on the Project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.

Unanticipated Resources - In the event that previously unidentified potentially significant cultural resources are discovered, the Archaeological and/or Tribal Monitor(s) shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist, in consultation with the Tribal monitor(s) shall determine the significance of the discovered resources. The Community Development Director or their designee must concur with the evaluation before construction activities will be allowed to resume in the affected area. Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered, and features recorded using professional archaeological methods.

Phase IV Report - A final archaeological report shall be prepared by the Project archaeologist and submitted to the Community Development Director or their designee prior to grading final. The report shall follow County of Riverside requirements and shall include at a minimum: a discussion of the monitoring methods and techniques used; the results of the monitoring program including any artifacts recovered; an inventory of any

resources recovered; updated DPR forms for all sites affected by the development; final disposition of the resources including GPS data; artifact catalog and any additional recommendations. A final copy shall be submitted to the City, Project Applicant, the Eastern Information Center (EIC), and the Tribe.

MM-CUL-3 ***Cultural Resources Disposition.*** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the Community Development Department:

1. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
2. Relocation of the resources on the Project property. The measures for relocation shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts by means of a deed restriction or other form of protection (e.g., conservation easement) in order to demonstrate avoidance in perpetuity.
   Relocation shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.
3. If relocation is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

MM-CUL-4 ***Tribal Monitoring.*** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the AB 52 and/or the SB 18 process ("Monitoring Tribes"). The applicant shall coordinate with the Tribe(s) to develop individual Tribal Monitoring Agreement(s). A copy of the signed agreement(s) shall be provided to the City of Lake Elsinore Community Development Department, Planning Division prior to the issuance of a grading permit. The Agreement shall address the treatment of any known tribal cultural resources (TCRs) including the Project's approved mitigation measures and conditions of approval; the designation, responsibilities, and participation of professional Tribal Monitors during grading, excavation and ground disturbing activities; Project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains/burial goods discovered on the site per the Tribe(s) customs and traditions and the City's mitigation measures/conditions of approval. The Tribal Monitor will have the

authority to stop and redirect grading in the immediate area of a find in order to evaluate the find and determine the appropriate next steps, in consultation with the Project archaeologist.

MM-CUL-5 ***Phase IV Report.*** Upon completion of the implementation phase, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the County website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting.

MM-CUL-6 ***Discovery of Human Remains*.** In the event that human remains (or remains that may be human) are discovered at the Project site during grading or earthmoving, the construction contractors, Project archaeologist and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The Project applicant shall then inform the Riverside County Coroner and the City of Lake Elsinore Community Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains and that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. If human remains are determined to be Native American, the applicant shall comply with the state law relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC within 24 hours and the NAHC will make the determination of most likely descendant. The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resource Code Section 5097.98. In the event that the applicant and the MLD are in disagreement regarding the disposition of the remains, State law will apply, and the mediation process will occur with the NAHC, if requested (see PRC Section 5097.98(e) and 5097.94(k)).

According to the California Health and Safety Code, six or more human burial at one location constitutes a cemetery (Section 81 00), and disturbance of Native American cemeteries is a felony (Section 7052).

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

VI. ENERGY

Any Tables or Figures in this Section are from the *Energy Analysis*, unless stated otherwise.

a) Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation? Less than Significant Impact

The Project proposes the development of a 43,120 square-foot four-building neighborhood serving commercial retail center (Lakeview Plaza) consisting of 36,120 square feet of general retail space (Buildings 1, 2 & 3) and 7,000 square feet of restaurant space, concrete walkways, asphalt paved parking for 207 vehicles, and 29,009 square feet (16%) of landscaping.

The Project has been designed in compliance with the existing City of Lake Elsinore, General Plan land use designation (Neighborhood Commercial) and Zoning (Neighborhood Commercial) for the Project site.

Implementation of the proposed Project would commit approximately 3.9 acres (net) of vacant, undeveloped land to neighborhood commercial use. Utility services including electricity and natural gas connections are being requested in conjunction with the Project. Construction and operation of the proposed Project would contribute to the incremental depletion of renewable and non-renewable energy resources.

Electricity

Electricity consumption during construction and operation phases would incrementally increase the consumption of fossil fuels like natural gas used at power plants located outside the City of Lake Elsinore. Accordingly, this represents a long-term commitment to the continued consumption of these resources. Currently, there is not an electricity connection in place serving the Project site in its vacant and undeveloped condition. The Project site development plan which proposes construction of a commercial retail center will require electrical service.

The electrical service provider for the Project site, the City of Lake Elsinore, and the greater Southwest Riverside County region is Southern California Edison (SCE). SCE maintains substations and distribution lines in the Lake Elsinore area including the Dryden substation located approximately 1½ miles northwest of the Project site and the Elsinore substation located approximately two (2) miles east of the Project site. Overhead service lines adjacent to the Project site are located along the southwest side of Lakeshore Drive and along the southeast side of Manning Street. In addition, overhead service lines extend from Lakeshore Drive northeast up the hillside one lot northwest of the Project site serving the water storage tank and several residences in the Country Club Heights District.

In 2018, California used 285,488 gigawatt hours (GWh) of electricity of which approximately 31 percent (±31%) were from renewable resources (California Energy Commission [CEC] 2019). In 2018, SCE provided approximately 29.2 percent of the total electricity used in California. Electricity consumption within the SCE service during 2018 is shown in **Table VI-1, *Electricity Consumption in the SCE Service Area in 2018***.

Table VI-1
Electricity Consumption in the SCE Service Area in 2018

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Streetlight	Total Usage
3,150.9	31,165.5	4,310.9	13,218.5	2,359.1	28,617.1	578.0	83,400.0

Note: All usage expressed in GWh

According to the CalEEMod output provided in the Air Quality Report prepared for the Project, the Project would demand an estimated 961,816 kWh per year (or 0.96 GWh per year) of electricity to serve the proposed retail, restaurant, and parking uses. This increased energy demand would amount to slightly more than 0.001 percent of SCE's annual demand in 2018.

This nominal increase in energy demand attributed to the proposed Project is not anticipated to require additional electricity substations or transmission facilities beyond those currently serving the Lake Elsinore area. Impacts with respect to new or expanded electric power facilities would be less than significant.

Natural Gas

Currently, there is not a natural gas connection in place serving the Project site in its vacant and undeveloped condition. The natural gas provider for the Project site, the City of Lake Elsinore, and the greater Southwest Riverside County region is the Southern California Gas Company (SoCal Gas), also known as The Gas Company.

SoCal Gas provides natural gas service to approximately six million residential and business customers across 20,000 square miles of southern California, including Lake Elsinore (SCG 2019). The Project site is located in SoCal Gas's Southern Zone. In 2018, California consumed approximately 12,600 million U.S. therms (MMthm) of natural gas (1 therm is equal to approximately 100 cubic feet of natural gas). In 2018, SoCal Gas provided approximately 40.9 percent (±40.9%) of the total natural gas used in California. Natural gas consumption within the SCE service during 2018 is shown in **Table VI-2, *Natural Gas Consumption in the SCE Service Area in 2018***.

Table VI-2
Natural Gas Consumption in the SCE Service Area in 2018

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Total Usage
77.6	913.0	74.5	1,714.4	229.2	2,147.4	5,156.1

Note: All usage expressed in MMThm

According to the CalEEMod output, the Project would demand an estimated 1,994,266 kBTU (or 0.02 MMThms) per year of natural gas to serve the proposed retail, restaurant, and parking uses. This increased energy demand would amount to less than 0.0003 percent of SoCal Gas's annual demand in 2018.

This nominal increase in energy demand attributed to the proposed Project is not anticipated to require additional natural gas storage or transmission facilities beyond those currently serving the Lake Elsinore area. Impacts with respect to new or expanded natural gas facilities would be less than significant.

Petroleum Consumption

The *Energy Analysis* calculated Project construction vehicles would consume a total of 8,217 gallons of

gasoline and 40,953 gallons of diesel fuel. In addition, the *Energy Analysis* estimated that Project operation would consume 316,638 gallons of gasoline and 71,953 gallons of diesel fuel each year at buildout.

Total Consumption and Conclusion

The *Energy Analysis* concluded the Project would consume a total of 12,116 million British thermal units (MBtu) in one year (construction scheduled to last 14 months) and ongoing Project operations would consume a total of 12,116 MBtu from electrical and natural gas use as well as consumption of vehicle fuel (which represents 90% of the total estimated consumption). **Table VI-3, *Total Project Energy Consumption*** summarizes the anticipated energy consumption of the Project for both construction and operation.

Table VI-3
Total Project Energy Consumption

Activity	Total Energy Consumption (MBtu/yr.)[1]	Annual Energy Consumption (MBtu/yr.)[1]
Construction[2]		
Off-Road Equipment	5,566.84	--
On-road Vehicle Trips	6,549.47	--
Total	**12,116.31**	--
Operation		
Electricity	--	3,281.72
Natural Gas	--	1,994.27
Petroleum	--	48,017.28
Total	--	**53,293.26**

[1] Millions of British thermal units per year
[2] Construction activities are expected to last for 14 months

The *Energy Analysis* did not identify any significant impacts of the Project relative to short-term energy use during construction or long-term energy use during operation, so no mitigation is required. However, the Energy Analysis did recommend seven "design features" that need to be incorporated into the Project so that both short- and long-term energy use remains at less than significant levels. While these are not considered mitigation measures, the City will incorporate the following design features into appropriate "Conditions of Approval" (COAs) as part of Project approval:

Construction

E-1 All General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

E-2 All Trucks having no current hauling activity shall not idle but to be turned off.

E-3 Carpooling In accordance with Section 2485 of Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

E-4 In accordance with Section 93115 of Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

Operation

E-5 Comply with the mandatory requirements of California's Building Energy Efficiency Standards and Green Building (CALGreen) Standards, including mandatory installation of electric vehicle service equipment (EVSE).

E-6 Implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.

E-7 Use electric landscaping equipment, such as lawn mowers and leaf blowers.

Based on the above, the Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. Any impacts would be less than significant with implementation of the recommended design features.

Sources: *Lakeview Plaza Project, Energy Conservation Analysis*, RK Engineering, Inc., 2-1-2021 (*Energy Analysis*, **Appendix E**); *Lakeview Plaza Commercial Development - Utilities and Service Systems Study*, Rincon Consultants, Inc., 9-2019 (**Appendix M**); General Plan EIR, Section 3.16, *Utilities and Service Systems*; Project Plans (**Appendix L**); and Google Earth.

b) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? Less Than Significant Impact

Implementation of the proposed Project would increase the site's demand for energy in comparison with its existing vacant, undeveloped condition. Specifically, the proposed Project would increase consumption of energy for space and water heating, air conditioning, lighting, and operation of miscellaneous equipment and appliances associated with the general retail and restaurant use.

The Project will purchase electricity through Southern California Edison which is subject to the requirements of California Senate Bill 100 (SB 100). SB 100 is the most stringent and current energy 5-3 legislation in California; requiring that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045.

The Project would also comply with all Title 24 energy conservation requirements. The Title 24 Building Energy Efficiency Standards were developed by the California Energy Commission and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings (inclusive of general retail and restaurant uses). Adherence to these efficiency standards would result in a "maximum feasible" reduction in unnecessary energy consumption.

With implementation of the design features outlined in sub-section VI.a, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Any impacts would be less than significant with implementation of the recommended design features.

Sources: *Lakeview Plaza Project, Energy Conservation Analysis*, RK Engineering, Inc., 2-1-2021 (*Energy Analysis*, **Appendix E**); *Lakeview Plaza Commercial Development - Utilities and Service Systems Study*, Rincon Consultants, Inc., 9-2019 (**Appendix M**); General Plan EIR, Section 3.16, *Utilities and Service Systems*; and Project Plans (**Appendix L**).

Mitigation Measures: No mitigation measures are required (the recommended design features are not considered mitigation).

VII. GEOLOGY AND SOILS

a) Would the Project directly or indirectly cause 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 Project site is not located in an Alquist-Priolo Earthquake Fault Zone, nor are any faults mapped or inferred through the Project site. However, the Project site is identified in *Map My County* as being within a County Fault Zone.

The City of Lake Elsinore is located in the northern part of the Peninsular Ranges Province and includes parts of two structural blocks (structural subdivisions) of the province. The Peninsular Ranges Province extends from the Santa Monica Mountains approximately 900 miles south to the tip of Baja California. It is located on the Pacific Plate (crustal/tectonic) which is moving to the northwest relative to the adjacent North American Plate. The San Andreas Fault forms the boundary between the Pacific and the North American Plates. As a result, the Southern California area contains numerous regional and local faults, and experiences substantial ground movement during relatively frequent seismic events.

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 closest faults to the Project site are associated with the Elsinore Fault system. Strands of the Elsinore fault zone within Riverside County include the Whittier, Glen Ivy, Temecula, and Julian segments. In the City of Lake Elsinore, the majority of the Elsinore fault zone is located under the lake;
- The closest fault to the Project site is identified as the Glen Ivy North fault located approximately 500 feet southwest of the Project site across Lakeshore Drive, followed by the Willard fault approximately 1.5 miles southwest of the Project site.

According to the GP-EIR (August 2011), the last recorded ground rupture on the Elsinore fault occurred in 2010 in vicinity of the Laguna Salada segment in Baja California. The last earthquake over magnitude 5.2 along the main trace of the Elsinore fault was a Mw 6 quake near the Temescal Valley in 1910 that produced no known surface rupture. Lesser magnitude earthquakes have occurred along the Elsinore fault zone in 1890, 1918, 1923, 1937, 1954, 1968, and 1982. Although the Elsinore fault complex is active, it is unlikely that the City and Sphere of Influence would be subject to surface rupture during a seismic event.

Based on the above, the potential for surface rupture due to faulting occurring beneath the Project site during the design life of the proposed Project is considered low.

Furthermore, all structures constructed as a part of the proposed Project will be subject to seismic design criteria in accordance with the California Building Code (CBC), which would 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.

In conclusion, impacts associated with rupture of a fault would be less than significant.

Sources: *Map My County* (**Appendix A**); *Soil and Foundation Evaluation Report, Proposed Commercial*

Buildings, Lots 14-17, APN Numbers 375-092-002, 003, 004, 005 & 006, Lakeshore Drive, Lake Elsinore, CA, prepared by Soils Pacific Inc., 2-13-2019 (*Soil and Foundation Report*, **Appendix F**); General Plan EIR, Section 3.11, *Geology and Soils.*

ii) Strong seismic ground shaking? Less Than Significant Impact

The *Soil and Foundation Report* used the USGS web-based application US Seismic Design Maps to estimate the peak ground acceleration modified 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 1.347g.

While the 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.

The *Soil and Foundation Report* states:

- CGS, 2016, "Earthquake Shaking Potential for California, Map Sheet 48," suggest the degree of ground shaking at the Project site, due to earthquakes, will (be) 60% to >70% of gravity; but the degree of shaking at the Project site will be no greater than shaking at neighboring properties.

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 applicable seismic design elements of the current edition of the CBC. Adherence to the CBC is a standard condition and is not considered unique mitigation under CEQA. Any impacts would be less than significant.

Sources: *Soil and Foundation Evaluation Report, Proposed Commercial Buildings, Lots 14-17, APN Numbers 375-092-002, 003, 004, 005 & 006, Lakeshore Drive, Lake Elsinore, CA,* prepared by Soils Pacific Inc., 2-13-2019 (*Soil and Foundation Report*, **Appendix F**).

iii) Seismic-related ground failure, including liquefaction? Less Than Significant Impact

Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include:

- intensity and duration of ground motion;
- gradation characteristics of the subsurface soils;
- in-situ stress conditions; and
- the depth to groundwater (typically, less than 50 feet).

Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations. Buildings can be damaged or destroyed liquefaction in underlying soils due to a loss of load bearing strength.

The current standard of practice, as outlined in the "Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California" and "Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California" requires liquefaction analysis to a depth of 50 feet below the lowest portion of a proposed structure.

Liquefaction typically occurs in areas where the soils above the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the

ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

As set forth in the Project sites' *Soil and Foundation Report*:

- Subject site is underlain by firm and dense bedrock and the potential for liquefaction susceptibility is null;
- Liquefaction occurs when seismically-induced dynamic loading of a saturated sand or silt causes pore water pressures to increase to levels where grain-to-grain contact pressure is significantly decreased, and the soil material temporarily behaves as a viscous fluid. Liquefaction can cause settlement of the ground surface, settlement and tilting of engineered structures, flotation of buoyant buried structures and fissuring of the ground surface. A common manifestation of liquefaction is the formation of sand boils (short-lived fountains of soil and water emerges from fissures or vents and leave freshly deposited conical mounds of sand or silt on the ground surface). Lateral spreading can also occur when liquefaction occurs adjacent to a free face such as a slope or stream embankment;
- The types of seismically induced flooding that may be considered as potential hazards to a particular site normally includes flooding due to a tsunami (seismic sea wave), a seiche, or failure of a major reservoir or other water retention structure upstream of the site. Since the site has an average elevation of approximately 200 (sic) feet above sea level, and since it does not lie in close proximity to an enclosed body of water, the probability of flooding from a tsunami or seiche is considered to be low. In addition, the site is not located within a designated tsunami inundation area.

Based on the above, implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic-related ground failure, including liquefaction. Any impacts would be less than significant.

Sources: *Soil and Foundation Evaluation Report, Proposed Commercial Buildings, Lots 14-17, APN Numbers 375-092-002, 003, 004, 005 & 006, Lakeshore Drive, Lake Elsinore, CA,* prepared by Soils Pacific Inc., 2-13-2019 (*Soil and Foundation Report*, **Appendix F**).

iv) Landslides? <u>Less Than Significant Impact with Mitigation Incorporated</u>

Landslides are large movements of the underlying ground that include rock falls, shallow slumping and sliding of soil, and deep rotational or transitional movement of soil or rock.

Development along hillsides is particularly susceptible to landslides, as they are considered to be a basic geologic hazard for such development. Seismically induced landsliding and rock falls can be expected to occur throughout Riverside County, including the City of Lake Elsinore, in a major earthquake. In addition to seismic shaking, landslides may also be triggered by soil saturation during periods of heavy rains which can cause soils to lose cohesion and fall down the slope. Factors controlling the stability of slopes include: 1) the slope height and inclination, 2) the engineering characteristics of the earth materials comprising the slope, and 3) the intensity of ground shaking. Landslides can compromise the integrity of structures and infrastructure existing on or just above the slope and inundate areas below the slope.

The entire Project site is a part of a descending southwest facing slope. The Project site is further characterized by its steeper sloping flank along the southeast half of the site that is bisected by an ephemeral drainage, and a more modest slope gradient that comprises the northwest half of the site which becomes increasingly gentle and flattened.

According to the *Soil and Foundation Report* the average elevation of the site is about 1,300 feet above mean sea level (AMSL), and further describes the topography at the Project site as follows:

- Based on the "Topographic Plan" outline, slopes of the ribs are inclined between 3.0:1 (horizontal to

vertical) and 3.5:1; with the slope through the southwesterly part of the parcel inclined between 8.0:1 and 14.0:1;
- A southwest descending drainage course, from Ryan Ave. to Lakeshore Dr., crosses the Project site at about mid -point;
- An undocumented artificial fill has been constructed to provide access of Ryan Ave. across the drainage, with a culvert being installed through the fill to allow draining waters to pass.

Map My County reports the Project site elevation at 1,312 feet AMSL; minimum and maximum elevations are not reported. The elevations for each individual APN vary from 1,296 feet AMSL (375-092-002) to 1,314 feet AMSL (375-092-005); again, no minimum and maximum elevations are reported.

The Country Club Heights District (of which Project site is a part) is distinctly marked by its steep hillsides (GP-CCH-1). Figure 3.3-8, *Percent Slope*, of the City's GP-EIR, depicts the Country Club Heights District topography as being mostly 15-25% sloping, followed by 25%-35% sloping, and relatively small patches in excess of 35% slope.

Lakeshore Drive and the Project site sit at the base of a series of incised hillsides which make up the Country Club Heights District neighborhood. Lakeshore Drive has a very gentle downward gradient proceeding northwest towards Riverside Drive. In the current "as is" condition, the Project site topography generally rises approximately eight (8) to twenty-four (24) feet in elevation from its Lakeshore Drive frontage to Ryan Avenue, with a significant portion near the middle of the site rising upwards of forty (40) plus feet due to the undulating terrain.

- The Project site elevation along its Lakeshore Drive frontage varies from approximately 1,273' AMSL at the northwest corner of the site, to ±1,277' AMSL at mid site, to 1,284' AMSL at the southwest corner adjacent to Manning Street (Project Plans);
- The Project site elevation along its Ryan Street (narrow, partially graded, unmaintained dirt road) varies from approximately 1,298' AMSL at the northeast corner of the site, peaking at ±1,322' AMSL adjacent north of the future Building 2, to ±1,292' AMSL at the southeast corner adjacent to Manning Street (Project Plans).

The Project site's sloping topography as well as the upsloping hillside topography contiguous northeast of the Project site within the Country Club Heights neighborhood is depicted on **Figure 3, *Aerial Photograph***, provided in Section III of this Initial Study, and **Figure VII-1, *Surrounding Topography***.

Based on the City's General Plan, Figure 3.3-8, *Percentage Slope*, the City's General Plan – *Country Club Heights District*, and Riverside County's General Plan/Elsinore Area Plan, Figure 13, *Steep Slopes*, most of the hillside lands adjacent northeast of the Project site vary between 15% to 25% slope, with a moderate amount of these lands with 25% - 35% slopes, and isolated pockets of hillside lands that exceed 35% slope.

FIGURE VII-1
SURROUNDING TOPOGRAPHY



Source: https://www.mytopo.com/maps/index.cfm

Furthermore, the County's General Plan/Elsinore Area Plan, Figure 14, *Slope Instability* indicates most of the Country Club Heights District is classified as "Low to locally moderate susceptibility to seismically induced landslides and rockfalls" with a smaller portion classified as "High susceptibility to seismically induced landslides and rockfalls." The Project site is located in the area depicted as having "low to locally moderate susceptibility."

A slope analysis by a qualified civil engineer was not available for review in conjunction with this Initial Study; however, based on an analysis of Project site aerial photographs, Project Plans, and published elevation estimates provided by Google Earth, the northwest half of the Project site is estimated to have modest slopes ranging from 5-15%, while most of the southeast half is estimated to be in the 15% to 25% range, with minor incised sloping areas over 30%. This is consistent with the *Soils and Foundation Report,* which states: "Based on the 'Topographic Plan' outline, slopes of the ribs are inclined between 3.0:1 (horizontal to vertical) and 3.5:1; with the slope through the southwesterly part of the parcel inclined between 8.0:1 and 14.0:1."

The Project development plan proposes mass grading the Project site to create a single super-pad. Proposed earthwork quantities set forth on the Project site Preliminary Grading Plan indicate the proposed Project will require 85,019 cubic yards of raw cut, 109 cubic yards of raw fill, and 84,910 cubic yards of raw export.

Upon completion of grading activities, the improved Project site super pad will generally be at or up to three feet above Lakeshore Drive street grade. Finished floor elevations range from 1,278.80 (Building 1; N. End of Site) to 1,284.25 feet AMSL (Bldg. 4; SE. End of Site at Manning Street). A retaining wall ("pile & lagging wall w/ tieback") reaching a maximum height of 42 feet and concrete "V" ditch will be constructed adjacent to the Ryan Avenue frontage at the rear (northeast) boundary of the Project site.

In comparison, the finished pad of the single-family residence (17271 Lakeview Ave) adjacent northeast of the Project site has an elevation of approximately 1,355 feet AMSL (Google Earth); the elevation along Skyline Drive generally ranges from 1,410 to 1,440 feet AMSL (the Water Tank between Skyline Dr & Sunnyslope Ave is ±1,445' AMSL); and the elevation proximate to the ridgeline of the Country Club Heights neighborhood along Sunnyslope Avenue ranges from approximately 1,440 to 1,510 feet AMSL.

Both the Riverside County General Plan and the Elsinore Area Plan include maps showing areas of general slope failure hazard. A ground acceleration of at least 0.10 g in steep terrain is necessary to induce earthquake-related rock falls, although exceeding this value does not guarantee that rock falls will occur. Since there are several faults capable of generating peak ground accelerations of over 0.10 g in the vicinity of Lake Elsinore, there is a high potential for seismically induced rock falls and landslides to occur.

According to the City GP-EIR, landslide impacts would be concentrated in districts with steep slopes of more than 30 percent and Hillside Residential land use designations. This includes portions of the Northwest Sphere, Lake View Sphere, Lakeland Village, Alberhill, North Central Sphere, Meadowbrook, Lake Elsinore Hills, and Riverview districts. General Plan policies for these districts include measures to respect the natural topography of the area and require building practices suitable to the natural environment to reduce landslide risks.

Based on the above, the Project site is located in an area identified as having "Low to locally moderate susceptibility to seismically induced landslides and rockfalls." The Project site design which incorporates grading the entire site to an elevation at or within three-feet of the existing Lakeshore Drive street elevation and the construction of a "pile & lagging" retaining wall and concrete "V" ditch along the site's rear (northeast) Ryan Avenue frontage, combined with building setbacks, structural building design requirements in compliance with the CBC, and implementation of **Mitigation Measure MM-GEO-1**, would reduce the impact of landslides to a less than significant level with mitigation incorporated.

Sources: *Map My County* (**Appendix A**); *Soil and Foundation Evaluation Report, Proposed Commercial Buildings, Lots 14-17, APN Numbers 375-092-002, 003, 004, 005 & 006, Lakeshore Drive, Lake Elsinore, CA,* prepared by Soils Pacific Inc., 2-13-2019 (*Soil and Foundation Report*, **Appendix F**); Project Plans (**Appendix L**); General Plan EIR, Section 3.11, *Geology and Soils*; General Plan, Country Club Heights District; Riverside County General Plan, Elsinore Area Plan, Figure 13, *Steep Slope*; and Figure 14, *Slope Instability*; and Google Earth.

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 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 an SWPPP will identify Best Management Practices 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.

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

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 Impact with Mitigation Incorporated

Impacts related to landslides are addressed in the response to Threshold VII.a.iv and impacts related to liquefaction are addressed in response to Threshold VII.a.iii. This analysis addresses impacts related to unstable soils, as a result of lateral spreading, subsidence, and/or collapse.

A subsurface exploration of the Project site was performed by Soil Pacific Inc. in September 2018. The exploration involved the excavation of four exploratory borings (TP-1, TP-2, TP-3 and TP-4) and the approximate locations of the exploratory borings are shown on the Exploration Location Map, Figure A-1-1 of the *Soil and Foundation Report*.

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 *Soil and Foundation Report* (p. 13), the Project site is underlain by firm and dense bedrock and the potential for liquefaction susceptibility is null. Based on the Project site's underlying bedrock, the proposed grading plan, and the low liquefaction potential, the likelihood of lateral spreading is low.

Subsidence

According to *Map My County*, the Project site is located in an area susceptible to subsidence. Seismic ground subsidence (not related to liquefaction induced settlement) 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 *Soil and Foundation Report,* will reduce impacts related to subsidence to a less than significant level.

Collapse

Similar to the risk associated with liquefaction and lateral spreading, collapse risk is typically associated a combination of seismic activity and soil characteristics. The Project site is located in a seismically active region; however, the underlying bedrock along with the low expansion index and depth to groundwater are not characteristics conducive to a high risk of collapse. Nevertheless, in order to further reduce the risk exposure to construction in terms of possible post-construction movement of the foundations and floor systems, implementation of **MM-GEO-1** is applied to further reduce anticipated expansion and collapse potential. Implementation of **MM-GEO-1**, requiring the proposed Project to comply with all recommendations contained in the *Soil and Foundation Report*, 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 Project 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.

Sources: *Map My County* (**Appendix A**); *Soil and Foundation Evaluation Report, Proposed Commercial Buildings, Lots 14-17, APN Numbers 375-092-002, 003, 004, 005 & 006, Lakeshore Drive, Lake Elsinore, CA,* prepared by Soils Pacific Inc., 2-13-2019 (*Soil and Foundation Report*, **Appendix F**); Project Plans (**Appendix L**); General Plan EIR, Section 3.11, *Geology and Soils*; General Plan, Country Club Heights District; Riverside County General Plan, Elsinore Area Plan, Figure 13, *Steep Slope*; and Figure 14, *Slope Instability*; and Google Earth.

d) Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? Less Than Significant Impact

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.

As set forth in the *Soil and Foundation Report*, an expansion index test was performed on a representative sample of on-site soils at the Project site's proposed grade in accordance with the California Building Code. The soil expansion potential at proposed building areas was determined to be very low or null (El=0).

Based on the above, impacts related to expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), would not create substantial direct or indirect risks to life or property. Any impacts would be less than significant.

Sources: *Soil and Foundation Evaluation Report, Proposed Commercial Buildings, Lots 14-17, APN Numbers 375-092-002, 003, 004, 005 & 006, Lakeshore Drive, Lake Elsinore, CA,* prepared by Soils Pacific Inc., 2-13-2019 (*Soil and Foundation Report*, **Appendix F**).

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 sewer system and will not require use of septic tanks. Therefore, this threshold is not applicable to the proposed Project. No impact would occur.

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

f) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? Less Than Significant Impact with Mitigation Incorporated

A literature review and museum record search were conducted by Rincon Consultants, Inc. in conjunction with the proposed Project and used to assign a paleontological sensitivity classification to the geologic units within the Project site. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units. According to the published geologic mapping by Morton and Weber (2003), the Project site is immediately underlain by Mesozoic phyllite (Mzp) and younger Quaternary (Holocene) alluvium (Qyva):

- The Mesozoic phyllite mapped within the eastern Project site is considered to have no paleontological resource potential as its formation is not conducive to fossil preservation [Society of Vertebrate Paleontology (SVP 2010)];
- The Holocene alluvium mapped within the Project site is derived as fluvial deposits along valley floors and comprised of unconsolidated sand, silt, and clay. Intact Holocene alluvial deposits are too young to preserve paleontological resources and are determined to have a low paleontological resource potential. However, these younger sediments may grade downward into older deposits of late Pleistocene age that could preserve fossil remains at an unknown but potentially moderate depth (approximately 10 feet).

A search of the University of California Museum of Paleontology online database resulted in no previously recorded vertebrate fossil localities within the Project vicinity.

The potential for encountering fossil resources during Project-related ground disturbance is low and impacts to paleontological resources are not anticipated.

The *Paleontological Evaluation* findings are consistent with *Map My County* which states that the Project site is located in an area classified as having a low potential for paleontological sensitivity.

Further paleontological resources management is not recommended by Rincon Consultants, Inc. at this time; however, **Mitigation Measure MM-PAL-1** is recommended by Rincon in the case of unanticipated fossil discoveries during any Project ground-disturbing activities within Holocene alluvial deposits. This measure would apply to all phases of Project construction and would provide that any unanticipated fossils present on site are preserved and that potential impacts to paleontological resources would be less than significant by arranging for the recovery, identification and curation of previously unrecovered fossils.

Sources: *Map My County* (**Appendix A**); and *Paleontological Resources Evaluation for Lakeview Plaza, City of Lake Elsinore, Riverside County, California*, prepared by Rincon Consultants, Inc., 9-26-2019 (*Paleontological Evaluation,* **Appendix G**).

Mitigation Measures:

MM-GEO-1 ***Compliance with Recommendations from the Soil and Foundation Evaluation Report*** Prior to issuance of a grading permit, the proposed Project applicant/developer shall comply with all recommendations contained within the *Soil and Foundation Report*.

MM-PAL-1 ***Unanticipated Discovery of Paleontological Resources*** In the event an unanticipated fossil discovery is made during the course of Project development, then in accordance with Society of Vertebrate Paleontology (2010) guidelines, it is the responsibility of any worker

who observes fossils within the Project site to stop work in the immediate vicinity of the find and notify a qualified professional paleontologist who shall be retained to evaluate the discovery, determine its significance and if additional mitigation or treatment is warranted. Work in the area of the discovery will resume once the find is properly documented and authorization is given to resume construction work. Any significant paleontological resources found during construction monitoring will be prepared, identified, analyzed, and permanently curated in an approved regional museum repository.

VIII. GREENHOUSE GAS EMISSIONS

Any Tables or Figures in this Section are from the *Air Quality and Greenhouse Gas Emissions Study*, unless stated otherwise.

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

Greenhouse Gas (GHG) emissions for the Project were analyzed in the *Air Quality and Greenhouse Gas Emissions Study (AQ/GHG Study)* to determine if the Project could have a significant impact related to GHG emissions. These impacts are analyzed on a cumulative basis, utilizing Carbon Dioxide Equivalent (CO_2e), measured in metric tons (MT) or $MTCO_2e$. They are analyzed for both the construction and operational phases of the Project. The City has an adopted Climate Action Plan (CAP) so the City's CAP thresholds and action measures were utilized to evaluate 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 2021 and last approximately 14 months. The *AQ/GHG Study* calculated construction of the Project would generate 806.7 metric tons of CO_2 equivalents ($MTCO_2e$) per year but construction is planned for 14 months so a total of 896.7 $MTCO_2e$ would actually be generated by construction activities. Amortized over 30 years, the proposed construction activities would contribute approximately 29.9 $MTCO_2e$ emissions per year.

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 VIII-1, *Project Annual Greenhouse Gas Emissions***, with reductions associated with implementation of the Project including design features such as compliance with State Green Building Code including energy conservation standards associated with the CAP (see discussion in VII.b.). This regulatory compliance is not considered mitigation under CEQA.

Table VIII-1
Project Annual Greenhouse Gas Emissions

Emissions Sources	Emissions ($MTCO_2e$)
Area Sources	<0.1
Energy Sources	344.3
Vehicular (Mobile) Sources	2,859.2
Solid Waste Sources	61.0
Water Sources	27.5
Operational Subtotal	*3,292.1*
Construction (Annualized over 30 years)	29.9
TOTAL EMISSIONS	**3,322**

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

Table VIII-1 shows the combined construction and operational GHG emissions associated with development of the Project. It is estimated the annual emissions from the proposed Project would be 3,322 $MTCO_2e$ or approximately 0.3 percent of Lake Elsinore's 2020 GHG emissions (1,064,565 $MTCO_2e$) as projected in the City's CAP.

Based on the estimated number of Project employees, the Project would produce 22.6 $MTCO_2e$ per service population per year, which is higher than Lake Elsinore's city-wide efficiency-based target of 4.4 MTCO2e per service population per year in the CAP. However, according to the CAP, if projects are consistent with General Plan and CAP Consistency Checklist, then the project would be consistent with the CAP and the environmental review pertaining to GHG impacts may be streamlined. As discussed below under Consistency with Applicable Plans and Policies (Section VII.b), the Project is consistent with the CAP Consistency Checklist. In addition, mobile emissions account for 80 percent of total project emissions as summarized in **Table VIII-1**. The Project would involve construction of neighborhood commercial development intended to serve nearby residents of the surrounding community. The Project would potentially reduce travel by these residents to further retail destinations, either elsewhere in Lake Elsinore or in neighboring communities. As a result, mobile emissions generated by the Project would not necessarily be new emissions, but rather existing emissions associated with travel to other, more distant retail services that would instead be captured by the Project. Therefore, Project impacts are considered to be less than significant, and no mitigation is required.

Sources: *Lakeview Plaza Project Air Quality and Greenhouse Gas Emissions Study,* prepared by Rincon Consultants, Inc., 7-28-2020 (*AQ/GHG Study*, **Appendix B**).

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? <u>Less Than Significant Impact</u>

The principal state plan and policy adopted to reduce GHG emissions is AB 32, the California Global Warming Solutions Act of 2006, and the follow up, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. The 2017 Scoping Plan, which outlines a framework to achieve SB 32's 2030 target, emphasizes innovation, adoption of existing technology, and strategic investment to support its strategies. Statewide plans and regulations in support of these strategies, such as GHG emissions standards for vehicles (AB 1493), the Low Carbon Fuel Standard, and regulations requiring an increasing fraction of electricity to be generated from renewable sources, are being implemented at the statewide level so compliance at a project level would occur as implementation continues statewide. As mentioned above, Senate Bill 375, signed in August 2008, is a state-level policy directing each of California's 18 major Metropolitan Planning Organizations (MPO) to prepare a Sustainable Community Strategy (SCS) plan that

contains growth strategies to meet emission targets for inclusion in the Regional Transportation Plan (RTP). The applicable MPO for the project site is the Southern California Association of Governments (SCAG), and Project's consistency with the goals contained in SCAG's 2016-2040 RTP/SCS is discussed below.

SCAG 2016-2040 RTP/SCS

SCAG's 2016-2040 RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development to comply with SB 375. The proposed Project would not conflict with any of the SCAG's 2016-2040 RTP/SCS goals, as outlined in **Table VIII-2, *Consistency with Applicable SCAG RTP/SCS GHG Emission Reduction Strategies***.

Table VIII-2
Consistency with Applicable SCAG RTP/SCS GHG Emission Reduction Strategies

Strategy/Action	Project Consistency
Land Use and Transportation	
Plan for growth around livable corridors. The Livable Corridors strategy seeks to create neighborhood retail nodes that would be walking and biking destinations by integrating three different planning components: 1. Transit improvements 2. Active transportation improvements (i.e., improved safety for walking and biking) 3. Land use policies that include the development of mixed-use retail centers at key nodes and better integrate different types of ritual uses.	**Consistent.** The Project site is located on the southern end of a commercial corridor near existing single-family, large lot neighborhoods. There is limited commercial services in the area and this project would provide additional local-serving commercial retail options for nearby residents, which would shorten vehicle trip lengths and reduce VMT. The Project would also add a sidewalk and pedestrian facilities along Lakeshore Drive which currently lacks these improvements.
Provide more options for short trips. 38 percent of all trips in the SCAG region are less than three miles. The 2016 RTP/SCS provides two strategies to promote the use of active transport for short trips. Neighborhood Mobility Areas are meant to reduce short trips in a suburban setting, while "complete communities" support the creation of mixed-use districts in strategic growth areas and are applicable to an urban setting.	**Consistent.** As detailed above, the Project would provide retail and food services closer to existing large lot, single family residences. This would promote the reduction in trips by providing services within walking distance from these residences. In addition, the Project is 0.3 miles from the Riverside FS Lakeshore Bus Stop, which would allow for easy access to public transportation for employees and other customers.
Transit Initiatives	
Develop first-mile/last-mile strategies on a local level to provide an incentive for making trips by transit, bicycling, walking, or neighborhood electric vehicle or other ZEV options.	**Consistent.** The Project would be developed approximately 0.3 miles (walking distance) from the Riverside FS Lakeshore Bus Stop on Riverside Transit Agency Route 8. This would allow for easy access to public transportation for Project customers and employees to reduce VMT.
Other Initiatives	
Reduce emissions resulting from a project through implementation of project features, project design, or other measures. Incorporate design measures to reduce energy consumption and increase use of renewable energy.	**Consistent.** The design and implementation of the proposed Project would comply with all requirements of the 2019 Title 24 standards, which include measures to reduce emissions.

Source: SCAG 2016

City Climate Action Plan (CAP)

The City's CAP, adopted in 2011, certified that the City's target is consistent with AB 32's 2020 goals. The City CAP ensures that the City will provide local GHG reductions that will complement state efforts to reduce GHG emissions to the AB 32 target by 2020 and the Executive Order S-3-05 target by 2030. The

Project would not conflict with the applicable CAP reduction measures, as shown in **Table VIII-3, *Consistency with Applicable Lake Elsinore CAP Measures***. The Project would not conflict with any of the applicable CAP measures, as outlined in **Table VIII-3**.

Table VIII-3
Consistency with Applicable Lake Elsinore CAP Measures

CAP Measure	Project Consistency
Measure T-1.2: Pedestrian Infrastructure. Through the development review process, require the installation of sidewalks along new and reconstructed streets. Also require new subdivisions and large developments to provide sidewalks or paths to internally link all uses where applicable and provide connections to neighborhood activity centers, major destinations, and transit facilities contiguous with the project site; implement through conditions of approval.	**Consistent.** The Project would be required to provide sidewalks along Lakeshore Drive and Manning Street, which would be reviewed by the City for compliance with adopted standards and specifications.
M**easure T-2.1: Designated Parking for Fuel-Efficient Vehicles.** Revise the Municipal Code to require that new nonresidential development designate 10% of total parking spaces for any combination of low-emitting, fuel-efficient and carpool/vanpool vehicles (consistent with CalGreen Tier 1, Sections A5.106.5.1 and A5.106.5.3), and implement through conditions of approval. Parking stalls shall be marked "Clean Air Vehicle."	**Consistent.** The Project would provide fuel efficient parking spaces in compliance with the Municipal Code and conditions of approval applied to the Project.
Measure E-1.1: Tree Planting Program. Through the development review process, require new development to plant at minimum one 15-gallon non-deciduous, umbrella-form tree per 30 linear feet of boundary length near buildings, per the Municipal Code. Trees shall be planted in strategic locations around buildings or to shade pavement in parking lots and streets.	**Consistent.** The Project would comply with all applicable Municipal Code policies related to tree planting. The Project would include a number of street trees and trees throughout the parking lot and adjacent to proposed structures.
Measure E-1.2: Cool Roof Requirements. Amend the City Municipal Code to require new non-residential development to use roofing materials having solar reflectance, thermal emittance or Solar Reflectance Index (SRI) 3 consistent with CalGreen Tier 1 values (Table A5.106.11.2.1), and implement through conditions of approval.	**Consistent.** The Project's roofing material would be reviewed and approved for compliance with the City's Municipal Code. The proposed Project elements would be required to comply with the City ordinances and conditions of approval. As such, the proposed Project would not conflict with this measure.
Measure E-3.2: Energy Efficient Street and Traffic Signal Lights. Work with Southern California Edison to replace existing high-pressure sodium streetlights and traffic lights with high efficiency alternatives, such as Low Emitting Diode (LED) lights. Replace existing City owned traffic lights with LED lights. Require any new street and traffic lights to be LED and implement through conditions of approval.	**Consistent.** The Project would be required to comply with the City's conditions of approval related to new streetlights.
Measure E-4.1: Landscaping Ordinance. Through the development review process, enforce the City's Assembly Bill 1881 Landscaping Ordinance; implement through conditions of approval.	**Consistent.** The Project's landscape plan would be reviewed and approved by the City's Planning and Public Works Department for compliance with Assembly Bill 1881 and the City's Landscaping Ordinance.
Measure S-1.4: Construction and Demolition Waste Diversion. Amend the Municipal Code to require development projects to divert to recycle or salvage nonhazardous construction and demolition debris generated at the site, resulting in at least a 65% reduction by 2020 (consistent with CalGreen Tier 1, Section	**Consistent.** A Waste Management Plan would be prepared for the Project, reviewed by the City for consistency with the City's Municipal Code, and be subject to City approval.

CAP Measure	Project Consistency
A5.408.3.1). Require all new projects to be accompanied by a waste management plan for the Project and a copy of the completed waste management report shall be provided upon completion.	

Source: City's CAP, adopted in 2011

Compliance with applicable CAP measures will reduce potential Project impacts to less than significant levels. This compliance is not considered mitigation under CEQA. Therefore, the Project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Sources: *Lakeview Plaza Project Air Quality and Greenhouse Gas Emissions Study,* prepared by Rincon Consultants, Inc., 7-28-2020 (*AQ/GHG Study*, **Appendix B**).

Mitigation Measures: No mitigation measures are required.

IX. 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

The proposed Project could result in a significant hazard to the public if it includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials. The following discussion includes an analysis of both construction and operational impacts.

The Project site is located in the suburban City of Lake Elsinore, situated adjacent northeast of the lake on the northeast side of Lakeshore Drive, approximately one-quarter mile southeast of SR-74 (Riverside Drive) and 1¼ mile southwest of I-15. The Project site is further identified by its location within the Country Club Heights District.

The 995.2-acre Country Club Heights District (CCHD) is largely comprised of moderate to steeply sloping hillsides situated between the lake to the southwest and the City's Business District and Interstate 15 (I-15) to the northeast. The CCHD topography rises over 250 feet from Lakeshore Drive with predominantly west/southwest facing slopes cresting just northeast of Sunnyslope Avenue before descending with mostly northeast facing slopes to Strickland Avenue where it transitions to the Business District approximately one-mile (1-mile) due east of the Project site and on the opposite side of the hill (Google Earth).

Most of the land within the CCHD is designated Hillside Residential (467.5 acres; 46.98%), followed by Low Density Residential (301.0 acres; 30.25%). It is also noted that due to various development constraints (i.e., topography, older legal-non-conforming lot sizes, obsolete street design, lack of infrastructure including street improvements, wet and dry utilities, other), most of this residential acreage remains in a vacant and undeveloped condition. There is no industrial land use component within the CCHD.

The Project site is zoned Neighborhood Commercial by the City of Lake Elsinore. Furthermore, the Project site's General Plan land use designation is Neighborhood Commercial. The Project is therefore consistent with the site's zoning and general plan land use designation.

The proposed Project has been designed in accordance with the existing Neighborhood Commercial zoning and general plan land use designations. The proposed Project does not entail a request for a change in land use.

The Project proposes the development of a four-building commercial retail center (Lakeview Plaza) consisting of 36,120 square feet of general retail space (Buildings 1, 2 & 3) and 7,000 square feet of restaurant space (1,760 SF Restaurant "A" and 1,760 SF Restaurant "B" in Building 3), and freestanding Restaurant "C" (Building 4), concrete walkways, asphalt paved parking for 207 vehicles, and 29,009 square feet (16%) of landscaping. In addition, the proposed Project requires street modifications along Lakeshore Drive and Manning Street and wet and dry utility connections.

Implementation of the proposed Project would not place housing near any hazardous materials facilities as the Project does not include a housing component.

The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed Project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances as part of the proposed commercial retail and restaurant use.

Construction Impact Analysis

During construction, there would be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up, etc. would be sufficient to reduce potential impacts to a less than significant level.

It is anticipated that the Storm Water Pollution Prevention Plan (SWPPP) prepared for the proposed Project would reduce such hazards to a less than significant level through best management practices incorporated into the SWPPP design. The City of Lake Elsinore Building and Safety Department has placed conditions of approval on the Project, as they pertain to Hazards and Hazardous Materials.

The requirement for preparation of an SWPPP is a standard condition for the City of Lake Elsinore and it is not considered mitigation for CEQA implementation purposes. With the inclusion of this standard condition, any impacts from implementation of the proposed Project construction related to significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials, would be less than significant.

Operational Impact Analysis

With regard to Project operation, the Project's proposed commercial retail center improvements include four freestanding buildings for general retail and restaurant use. Buildings 1, 2 and 3 are general retail structures (60' & 68' depths) offering in-line shop space with two-suites in Building 3 reserved for restaurant use; and Building 4 is a stand-alone restaurant.

It is common for small amounts of materials that may be considered hazardous to be used daily in the operation of a restaurant, and to a lesser degree, the general retail shop space. Widely used hazardous materials used in the operation of similar retail centers include cleaners, pesticides, etc. The remnants of these and other products are disposed of as commercial hazardous waste that are prohibited or discouraged from being disposed of at local landfills. Regular operation and cleaning of the commercial uses would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances.

The use of these common commercial hazardous materials and their disposal does not present a substantial health risk to the community and impacts associated with the routine transport and use of these aforementioned hazardous materials or wastes would be less than significant.

Hazardous materials regulations are codified in Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the state level to ensure compliance with federal regulations and to reduce the risk to human health and the environment from the routine use of hazardous substances. Compliance with these regulations is not considered unique mitigation under CEQA.

In addition, businesses that sell and store hazardous materials are regulated by the Riverside County Department of Environmental Health (RCDEH) as a part of its role as the Certified Unified Program Agency. This program requires the preparation of a document that provides an inventory of hazardous materials on-site, emergency plans and procedures in the event of an accidental release, and training for employees and safety procedures for handling hazardous materials and what to do in the event of a release or threatened release. These plans are routine documents that are intended to disclose the presence of hazardous materials and provide information on actions to be taken if materials are inadvertently released.

The RCDEH require that all businesses in the county file a Hazardous Material Business Plan which includes a Business Emergency Plan with the RCDEH (Riverside County 2015).

Based on the general retail and restaurant uses that would be a part of the proposed Project, and the existing regulatory structure related to both general retail and food service businesses, the proposed Project would not cause a threat to public safety during its construction or operation phases.

Therefore, the transport, use, storage, and disposal of hazardous materials pertaining to the proposed Project would be relatively minor and subject to extensive regulatory oversight so its impacts would be less than significant.

Sources: **Figure 3, *Aerial Photograph***, **Figure 8, *General Plan Land Use Map***, and **Figure 9, *Zoning Map***, provided in Sections II and III of this Initial Study; Project Plans (**Appendix L**), General Plan EIR, Section 3.10, *Hazards and Hazardous Materials*; and General Plan – *Country Club Heights District Plan*.

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 Impact

The Project site is not on the state's Cortese List which is a compilation of various sites throughout California with soil or groundwater contamination from past uses. The Project site is vacant, undeveloped land and there would not be any impacts related to demolition of structures with asbestos containing materials or lead-based paint.

A *Phase I ESA* for the Project site was conducted by Rincon Consultants, Inc. in conjunction with the proposed Project. Rincon performed a reconnaissance of the Project site on August 20, 2019. The purpose of the reconnaissance was to observe existing conditions and to obtain information indicating the presence of recognized environmental conditions in connection with the Project site. During the site reconnaissance, Rincon did not note any environmental concerns at the Project site.

Rincon contracted with Environmental Data Resources, Inc. (EDR) to provide a database search of public lists of sites that generate, store, treat or dispose of hazardous materials or sites for which a release or incident has occurred. The EDR search was conducted for the Project site and included data from surrounding sites within a specified radius of the property. The Project site and adjacent properties were not listed in any of the databases searched by EDR. Three nearby properties within one-half mile of the Project site were listed on the Leaking Underground Storage Tank database, including, 1) Jess Rodriguez Disposal Co., 2) Chevron #95543, and 3) Howard, Ken:

- All three sites were granted a Closure/No further Action letter – closed cases;
- The distance of these sites to the Project site varies from 0.20 miles to 0.32 miles;
- The only site of the three which was located upgradient to the water flow at the Project site was listed as "Howard, Ken" which only had soil affected by the by the underground tank leakage; no groundwater contamination was determined to be associated with the site;
- Due to the aforementioned reasons, none of three sites are expected to adversely impact the subject property.

Historical sources reviewed as part of the Phase I ESA included aerial photographs and topographic maps. The aerial photographs reviewed indicate that the Project site has been undeveloped land since at least 1935. The historical topographic maps depict the Project site as undeveloped land from at least 1901.

The Rincon Consultants, Inc. concluded there are no recognized environmental conditions in connection

with the Project site.

As discussed in Threshold IX.a, implementation of the Project's proposed commercial retail and restaurant development would entail the limited use of common commercial hazardous materials during both the construction and operational phases. However, their use and disposal would not present a substantial hazard or public health risk to the community due to extensive regulatory oversight and the relatively minor number of hazardous materials associated with these commercial uses.

Based on the above information, the proposed Project would not 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. Any impacts would be less than significant.

Sources: *Phase I Environmental Site Assessment - Lakeview Plaza,* prepared by Rincon Consultants, Inc., 9-23-2019 (*Phase I ESA,* **Appendix H**); and Project Plans (**Appendix L**).

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.

There are no existing or proposed, public or private, schools located within one-quarter (¼) mile of the Project site.

The Project site is located within the Lake Elsinore Unified School District (LEUSD):

- The closest public school is identified as LEUSD's Machado Elementary School located approximately three-quarters (¾) of a mile northwest of the Project site at 15150 Joy Street;
- The next two closest public schools are located approximately 1¼ mile southeast of the Project site and are identified as:
  1) LEUSD's Elsinore Middle School at 1203 West Graham Avenue, and
  2) LEUSD's Ortega Continuation High School/Keith McCarthy Academy/Valley Adult School campus at 520 Chaney Street.

No private charter or parochial schools were identified within a half-mile of the Project site.

Based on the above information, Threshold IX.c is not applicable to the proposed Project. There would be no impact.

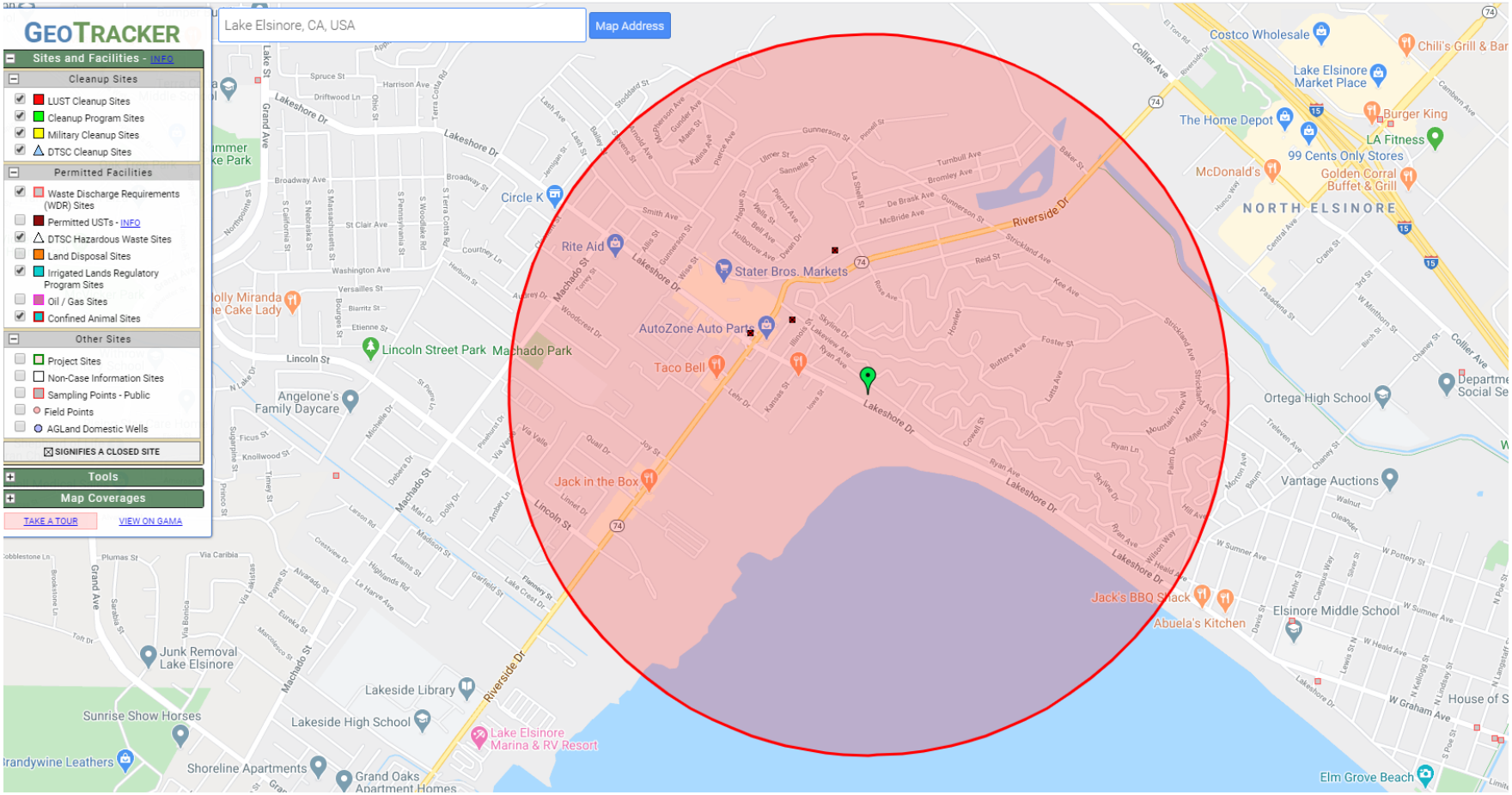
Sources: Lake Elsinore Unified School District (LEUSD); City of Lake Elsinore Website – Schools; and Google Earth.

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 (i.e., the Cortese List). As a result, the proposed Project would not create a significant hazard to the public or the environment as it pertains to this criterion. There would be no impact. Reference **Figure IX-1, *GeoTracker*** and **Figure IX -2, *EnviroStor***.

Sources: **Figure IX-1, *GeoTracker***; **Figure IX -2, *EnviroStor***; and *Phase I Environmental Site Assessment - Lakeview Plaza,* prepared by Rincon Consultants, Inc., 9-23-2019 (*Phase I ESA***, Appendix H**).

FIGURE IX-1
GEOTRACKER



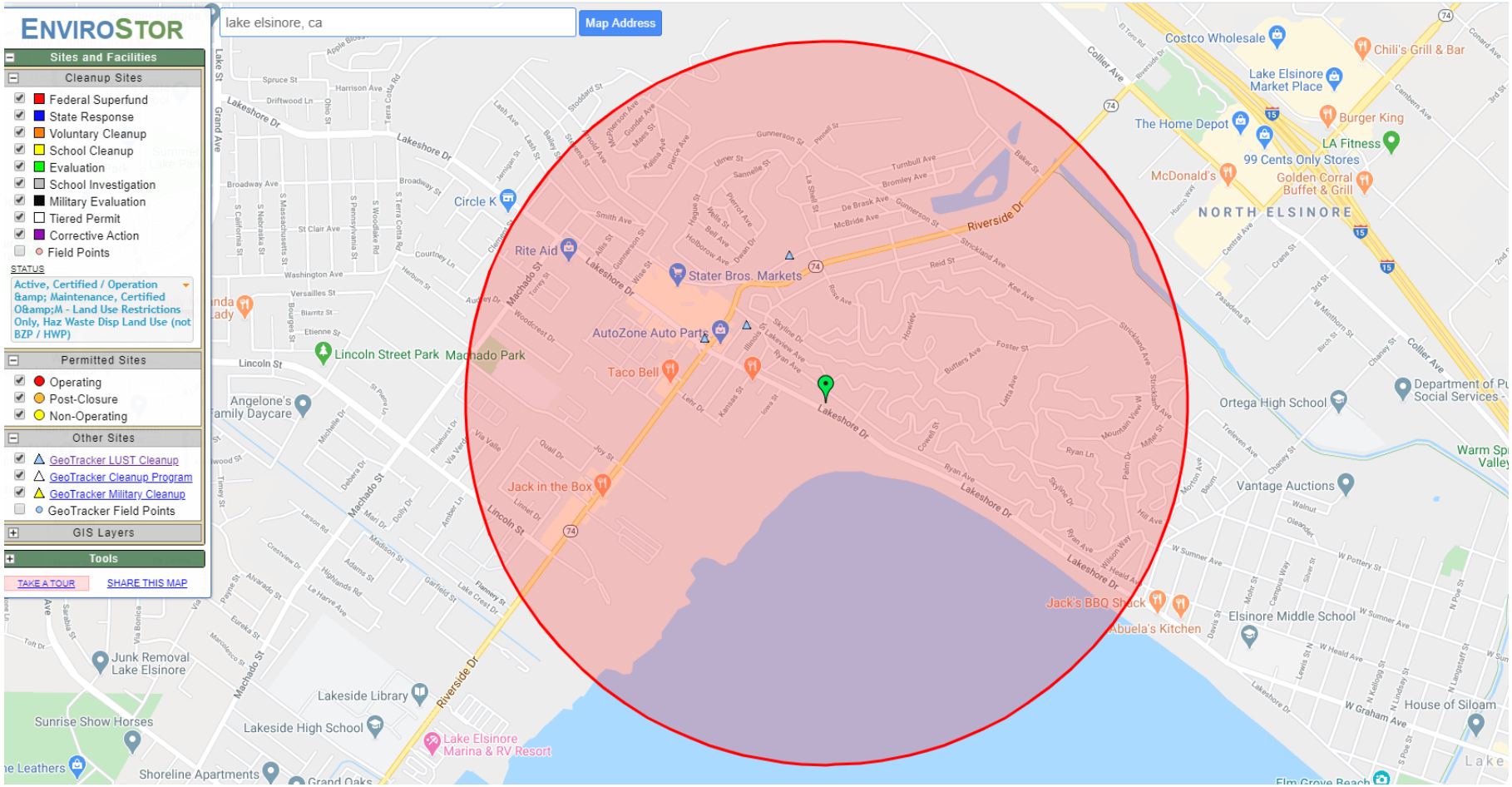
Source: GEOTRACKER https://geotracker.waterboards.ca.go v/map/?CMD=runreport&myaddress=Search+GeoTracker

SITE

SITES FOUND IN SEARCH RADIUS 3 SITES LISTED

	A	B	C	D	E	F
1	SITE NAME	GLOBAL ID	SITE_TYPE	STATUS	ADDRESS	CITY
2	CHEVRON #9-5543	T0606500051	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	16830 W LAKESHORE DR	LAKE ELSINORE
3	KEN HOWARD	T0606500149	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	17070 SHRIER DR	LAKE ELSINORE
4	RODRIGUEZ DISPOSAL	T0606500356	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	30760 WISCONSIN	LAKE ELSINORE

FIGURE IX-2
ENVIROSTOR



Source: ENVIROSTOR https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=lake+elsinore%2C+ca

SITE

SITES FOUND IN SEARCH RADIUS 3 SITES LISTED

	A	B	C	D	E	F
1	SITE NAME	GLOBAL ID	SITE_TYPE	STATUS	ADDRESS	CITY
2	CHEVRON #9-5543	T0606500051	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	16830 W LAKESHORE DR	LAKE ELSINORE
3	KEN HOWARD	T0606500149	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	17070 SHRIER DR	LAKE ELSINORE
4	RODRIGUEZ DISPOSAL	T0606500356	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	30760 WISCONSIN	LAKE ELSINORE

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 Project site is not located within an airport land use plan nor is it located within two miles of a public use airport. The closest airport is the Perris Valley Airport located approximately 9¾ miles northeast of the Project site. The closest private airstrip is the Skylark Field Airport (CA89) located approximately 4¼ miles to the southeast of the Project site.

Based on the above information, implementation of the proposed Project would not result in any airport related safety hazard impacts for people residing or working in the Project area. There would be no impact.

Sources: General Plan, Figure 2.7, *Airport Influence Areas;* and Google Earth.

f) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? No Impact

Implementation of the proposed Project would replace vacant, undeveloped land with a four-building commercial center providing restaurant and retail shop space. Primary and secondary access would be provided to the proposed Project via two driveways along the Lakeshore Drive frontage, and a single driveway along the Manning Street frontage.

A limited potential exists to interfere with an emergency response or evacuation plan during the Project's construction phase. Construction work in the street associated with the Project will include widening and additional pavement along Lakeshore Drive, paving and realignment of Manning Street, and lateral utility connections (i.e., water, sewer) that will require a modest level of potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP).

The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as it was prior to the proposed Project.

All Project elements, including landscaping, will be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed Project is required to comply with the California Fire Code as adopted by the Lake Elsinore Municipal Code.

The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, because no permanent public street or lane closures are proposed. Any impacts would be less than significant.

Sources: Project Plans (**Appendix L**); General Plan EIR, Section 3.10, *Hazards and Hazardous Materials*; and Lake Elsinore Municipal Code (LEMC), Chapter 15.56, *Fire Code.*

g) Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? Less Than Significant Impact with Mitigation Incorporated

As depicted in the City's GP-EIR, Figure 3.10-2, *Wildfire Susceptibility*, the Project site, along with the entire Country Cub Heights District, and virtually all of the northeast portion of the City of Lake Elsinore extending along Lake Street to Interstate 15 is classified as being in in a "Very High Wildfire Susceptibility"

area due to the relatively large expanses of open space, sloping topography, and periodic high-velocity wind conditions through the Temescal Valley.

Increased development throughout the City and Sphere of Influence in accordance with the Land Use Plan within each District Plan could expose people and future development to potentially significant hazards from wildfires. Goal 4 and its associated policies under the Wildland Hazards section of the Public Safety and Welfare chapter include measures that must be implemented to reduce the potential impact from wildfires.

With the implementation of **Mitigation Measure MM-HAZ-1**, the proposed Project would reduce the risk of loss, injury or death involving wildland fires to a less than significant level.

Sources: General Plan, Section 3.4 *Wildland Hazards*; General Plan EIR (GP-EIR), Section 3.10, *Hazards and Hazardous Materials*; and General Plan EIR (GP-EIR), Figure 3.10-2, *Wildfire Susceptibility*.

Mitigation Measures:

MM-HAZ-1 Individual projects implemented pursuant to the Land Use Plan in each District and within the 3rd Street Annexation Area will be required to demonstrate their avoidance of significant impacts associated with wildfire hazards through implementation of all policies under the Wildland Hazards section of the Public Safety and Welfare chapter.

X. HYDROLOGY AND WATER QUALITY

a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? Less Than Significant Impact

The federal Clean Water Act (CWA) establishes the framework for regulating municipal storm water discharges (construction and operational impacts) via the National Pollutant Discharge Elimination System (NPDES) program. A project would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable NPDES storm water permit or Water Quality Control Plan for a receiving water body.

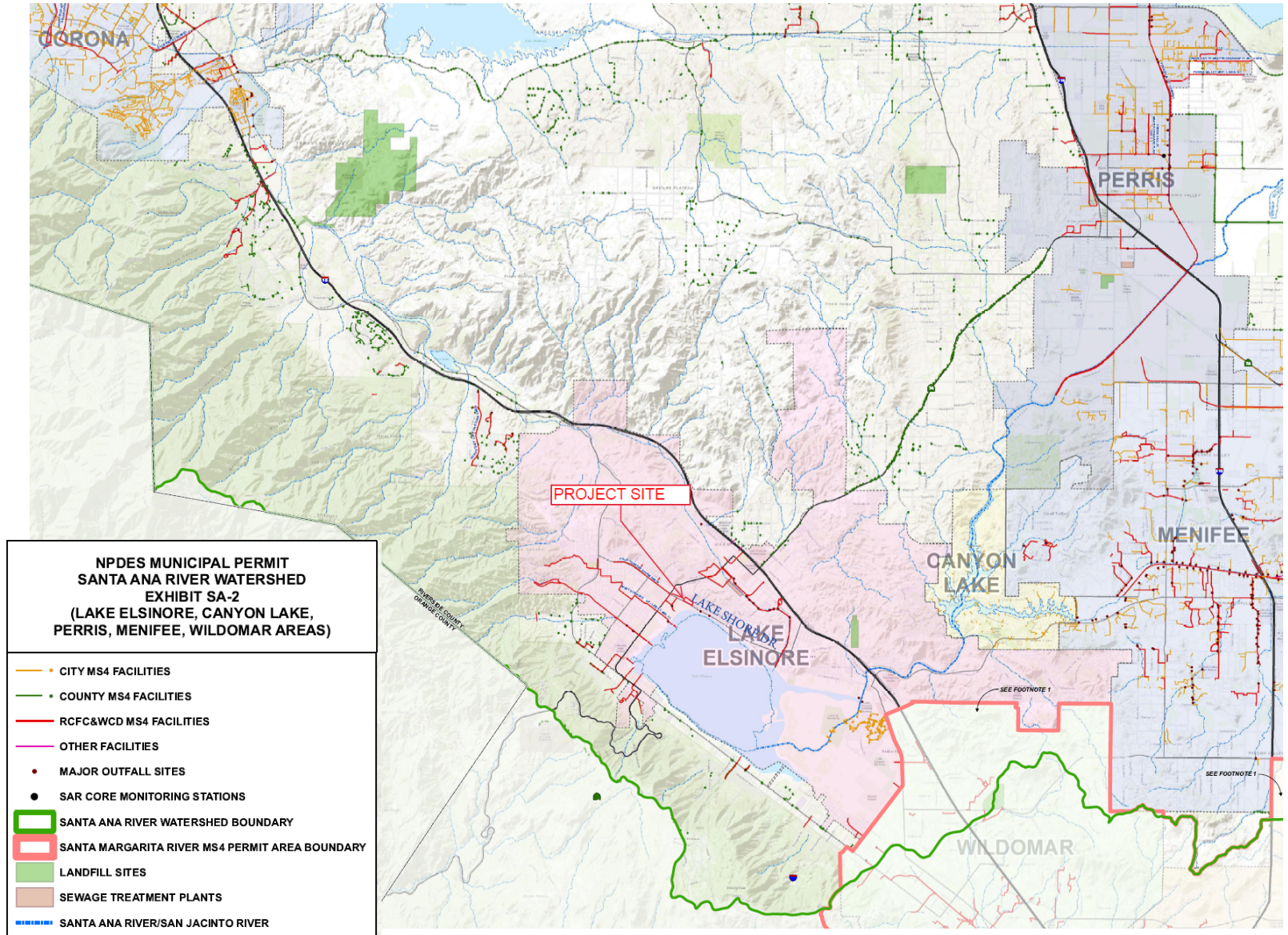
Relative to this specific issue, a significant impact could occur if the Project discharges water that does not meet the quality standards of the agencies which regulate surface water quality and water discharge into storm water drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Water Quality Management Plan (WQMP) to reduce potential post-construction water quality impacts.

On January 29, 2010 the Santa Ana Regional Water Quality Control Board (SARWQCB) issued the 4th-term area wide NPDES and Municipal Separate Storm Sewer System Permit (MS4 Permit) to the City of Lake Elsinore and other applicable Permittees. All new development in the City of Lake Elsinore is required to comply with provisions of the NPDES program, including Waste Discharge Requirements (WDR), and the City's Municipal Separate Sewer Permit (MS4), Order No. R8-2010-0033, NPDES Permit No. CAS618033, as enforced by the SARWQCB.

A Project-specific *Water Quality Management Plan* (*WQMP*, **Appendix I1**) and a *Preliminary Hydrology Report* (*Hydrology Report*, **Appendix I2**) have been prepared in conjunction with the Project site's development application.

The Project site is located in the Lake Elsinore/San Jacinto Sub-Watershed of the larger Santa Ana Region Watershed (SARW). The SARW is one of nine watershed basins within the state and encompasses an area of approximately 2,800 square miles. The SARW includes much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County. The Lake Elsinore/San Jacinto River Watershed (Sub-Watershed) consists of approximately 782 square miles located in Riverside County and with five (5) major waterbodies including Canyon Lake and Lake Elsinore. Over 90 percent of the watershed (735 square miles) drains into Canyon Lake while Lake Elsinore is the terminus of the San Jacinto River watershed. The San Jacinto River originates in the San Jacinto Mountains and flows ±42 miles west to Lake Elsinore. During flooding and heavy storms Lake Elsinore drainage overflows into the Temescal Wash via Temescal Creek (portion of the Elsinore Sub-Watershed) which extends north/northwest to its confluence with the Santa Ana River at the Prado Dam (adjacent to the northwest side of the City of Corona), and thence west/southwest within the Santa Ana River across the Orange County coastal plain approximately 26 miles into the Pacific Ocean northerly of the Newport Bay. An exhibit of the regional drainage flows relative to the Project site is included on the following page as **Figure X-1, *Project Site – Receiving Waters Map***.

FIGURE X-1
PROJECT SITE - RECEIVING WATERS MAP



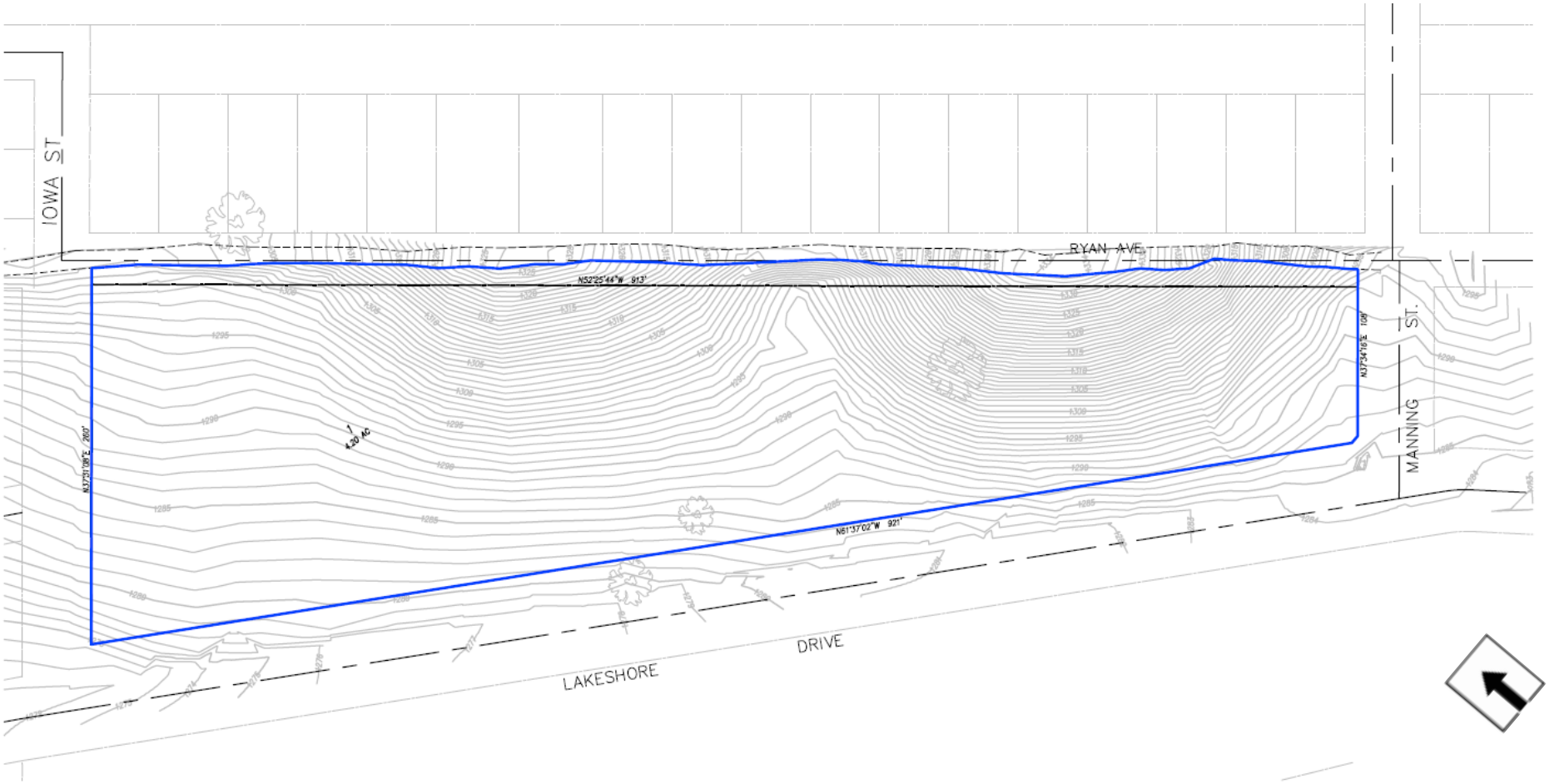
Source: WQMP - (Appendix I1)

The entire Project site is a part of a southwest facing slope that descends toward the nearby lake. In its current condition, the Project site topography generally rises approximately eight (8) to twenty-four (24) feet from its Lakeshore Drive frontage to Ryan Avenue, with a significant portion near the middle of the site rising upwards of forty (40) plus feet due to the undulating terrain. The Project site is further characterized by its steeper sloping flank along the southeast half of the site that is bisected by an ephemeral drainage, and a more modest slope gradient that comprises the northwest half of the site which becomes increasingly gentle and flattened as shown on **Figure X-2, *Project Site Hydrology Map – Pre-Condition***. At present, the Project site is vacant, undeveloped land with a 100% pervious earthen surface.

Stormwater on the Project site currently flows from the higher elevations along the northeast boundary to lower elevations along Lakeshore Drive. The *WQMP* indicates that Lake Elsinore, approximately 0.15 mile southwest of the Project site, is the ultimate receiving water body for Project site runoff.

A single on-site drainage feature leads into a storm water inlet culvert at the southwest corner of the study area adjacent to Manning Street and flows under Lakeshore Drive.

FIGURE X-2
PROJECT SITE HYDROLOGY MAP – PRE-CONDITION



Source: Hydrology Report - (Appendix H2)

Construction Impacts

Three general sources of potential short-term, construction-related stormwater pollution associated with the proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

Implementation of the proposed Project would include mass grading the entire Project site. The Preliminary Grading Plan indicate the proposed Project will require 85,019 cubic yards of raw cut, 109 cubic yards of raw fill, and 84,910 cubic yards of raw export. Upon completion of grading activities, the improved Project site super pad will generally be at or up to three feet above Lakeshore Drive street grade, see **Figure X-3, *Project Site Hydrology Map – Post-Condition***.

Operational Impacts

Construction of the proposed Project (neighborhood commercial retail center) would increase the impervious area at the Project site by replacing vacant land with associated paving and the rooftops. Landscaping is proposed as part of Project design in the form of landscaped planters containing various trees, shrubs, and ground covers. The site currently has 100% pervious surfaces and the WQMP indicates the site will have approximately 80% impervious surfaces in its post-development condition. Consequently, the Project would reduce infiltration potential and increase surface runoff on the Project site. Post-Development conditions would maintain site drainage to the south (southwest) toward Lakeshore Drive, similar to existing conditions, and the increased runoff would be treated and controlled pursuant to the *WQMP*.

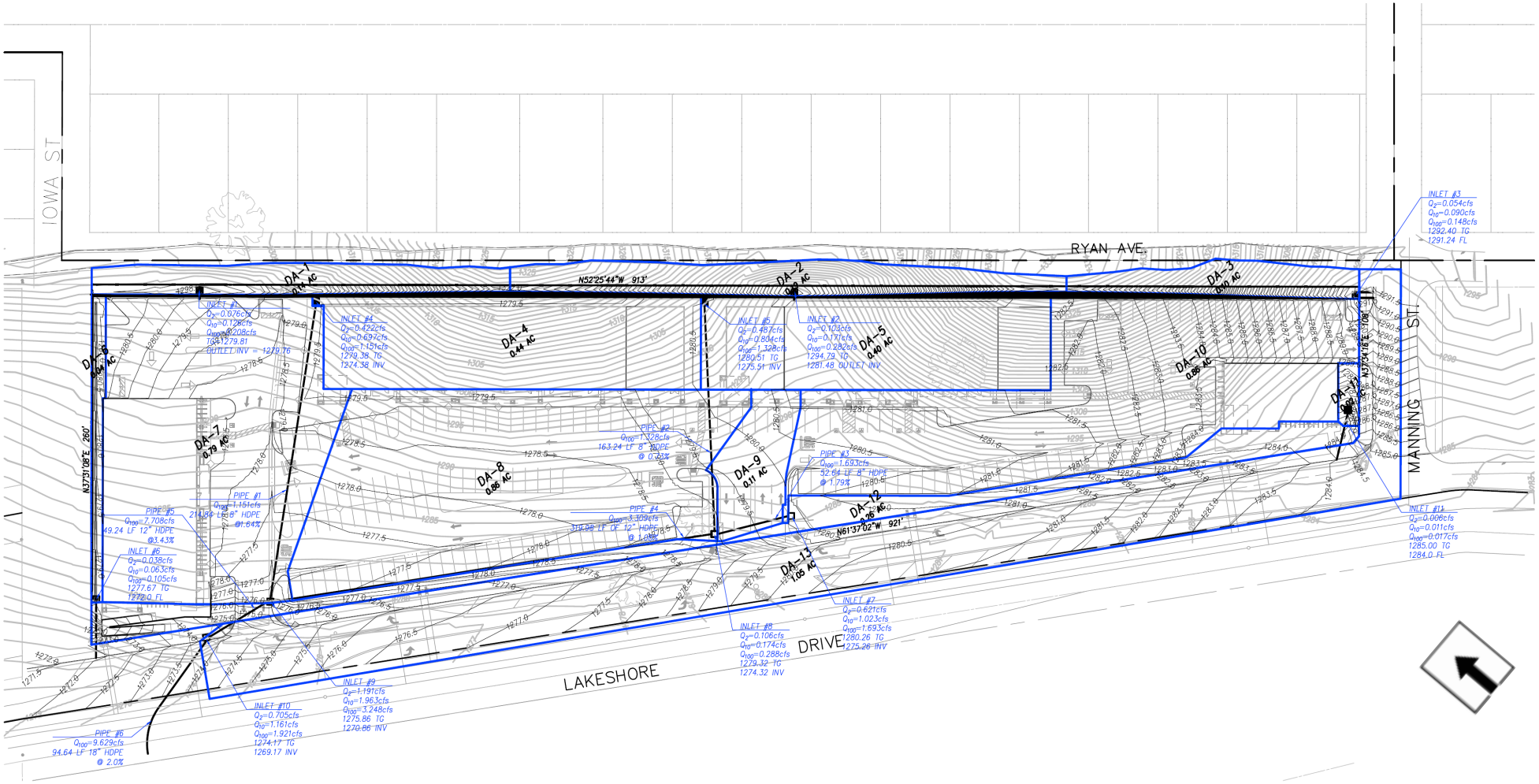
Since the Project involves more than one acre of ground disturbance, it is subject to NPDES permit requirements for the preparation and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP). Adherence to NPDES permit requirements and the measures established in the SWPPP are routine actions conditioned by the City of Lake Elsinore and will ensure applicable water quality standards are appropriately maintained during construction of the proposed Project.

The proposed Project development plan has been reviewed and conditioned by the City of Lake Elsinore Engineering Department and Building & Safety Department, among others, to mitigate any potential impacts as listed above through site design, the preparation of a WQMP, and adherence to the requirements of the NPDES. These are standard conditions for the City and are not considered mitigation for CEQA implementation purposes.

Upon completion, the Project site would be covered with four commercial retail building structures, concrete walkways, asphalt paved access drives and automobile parking areas, an onsite biotreatment/biofiltration basin system, and landscaping. This would also ensure that there would be no erosion or siltation on- or off-site. In addition, all wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant.

Based on the above, implementation of the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Any impacts would be less than significant.

FIGURE X-3
PROJECT SITE HYDROLOGY MAP – POST CONDITION



Source: Hydrology Report - (Appendix H2)

Sources: *Lakeview Plaza – Project-Specific Water Quality Management Plan*, prepared by Blue Peak Engineering, 3-24-2020 (*WQMP*, **Appendix I1**); *Lakeview Plaza - Preliminary Hydrology Report*, prepared by Blue Peak Engineering, 7-22-2019 (*Hydrology Report*, **Appendix I2**); General Plan EIR, Section 3.9, *Hydrology and Water Quality*; *1995 Water Quality Control Plan, Santa Ana River Basin (Region 8), Updated June 2019.*

b) Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the Project may impede sustainable groundwater management of the basin? Less Than Significant Impact

The Project site is located within the water service boundary of the Elsinore Valley Municipal Water District (EVMWD). EVMWD is a public water agency formed in 1950 and annexed into the service area of the Western Municipal Water District (WMWD), one of the 26 member agencies of the Southern California Metropolitan Water District (MWD). The Project site development plan proposes the extension of a 12" water main along the Project site's Lakeshore Drive frontage and a series of eight laterals plus a 6" fire-service line to serve the Project.

In 2018, the 96-square mile EVMWD service area had a population of more than 155,000 people. EVMWD's water supply is a blend of local groundwater, surface water from Canyon Lake, and imported water. EVMWD owns Canyon Lake which impounds local runoff from the 750-square-mile San Jacinto River watershed. Canyon Lake holds nearly 12,000 AF of water behind Railroad Canyon Dam. EVMWD also imports treated water from Metropolitan's Skinner Water Treatment Plan (WTP) and Mills WTP, located in Temecula and Riverside, respectively. Approximately 59 percent of EVMWD's supply was met with imported water in 2015. In 2015, EVMWD purchased 15,318 AF of water from MWD. Ninety three percent (93%) of the service connections within EVMWD are single-family residential connections. There are no large commercial or industrial water consumers within EVMWD, and therefore the demand is almost entirely dependent on residential connections.

EVMWD has three primary sources of potable water supply:

1. Imported Colorado River Aqueduct (CRA) and State Water Project (SWP) water purchased from Metropolitan Water District of Southern California (MWD) through Western Municipal Water District (WMWD) (generally 57-65 percent of total supply);
2. Groundwater pumped from the Elsinore, Coldwater, Lee Lake, and Bedford groundwater basins (generally 25-33 percent of total supply); and
3. Surface water stored in Canyon Lake Reservoir (generally 10 percent of total supply).

The Elsinore Basin (Project site is a part) is the major source of potable groundwater supply for EVMWD and other private groundwater producers. The Elsinore Basin was created by two major fault zones, the Glen Ivy Fault Zone to the northeast and the Wildomar Fault Zone to the southeast. The groundwater basin encompasses approximately 25 square miles of valley fill including Lake Elsinore which covers about 5.6 square miles (3,600 acres) of the basin. The surface water drainage area tributary to the basin consists of 42 square miles of mountain and valley area. Major streams include McVicker Canyon, Leach Canyon, Dickey Canyon, and the San Jacinto River, which drain into Lake Elsinore and provide a portion of the basin recharge.

Water rights for the Elsinore Basin are not adjudicated. According to EVMWD's Elsinore Basin Groundwater Management Plan (GWMP), approximately 99 percent of groundwater produced by the basin is pumped by EVMWD, which serves a 96 square mile area in western Riverside County. Local pumpers with private wells only account for less than one percent of basin production. As stated above, groundwater production generally accounts for 25-33 percent (25-33%) of EVMWD's total supplies. In the Elsinore

Basin, EVMWD has 12 operating potable groundwater wells with a total production capacity of 20,808 acre-ft./yr.

According to the EVMWD 2015 Urban Water Management Plan (UWMP), the Elsinore Basin and Coldwater Basin are well managed to limit withdrawals to the safe-yield of the basin. The State Department of Water Resources (DWR) Bulletin 118 does not identify the Elsinore Basin to be in a state of overdraft. This follows several years where water levels in the Elsinore Basin and Coldwater Basin were declining due to over pumping in the late 1990s and early 2000s but remedied after the 2005 Ground Water Master Plan (GWMP) and an agreement with the City of Corona were secured.

The Project site is located in the Elsinore Groundwater Management Zone (GMG) as depicted in the General Plan EIR, Figure 3.9-2, *Groundwater Management Zones*. Beneficial uses have been identified for the Elsinore GMZ including Municipal, Agriculture and Industrial Process Supply, as described in Table 3.9-2 of the GP-DEIR. Furthermore, as set forth in the *WQMP*, there is an approved downstream "Highest and Best Use" (Lake Elsinore) for stormwater runoff, and, as such, Infiltration BMPs shall not be used for the Project site. Chapter 2.4.4 of the WQMP Guidance Document states:

- Consideration of "highest and best use" of the discharge should also be considered. For example, Lake Elsinore is evaporating faster than runoff from natural precipitation can recharge it. Requiring infiltration of 85 percent of runoff events for projects tributary to Lake Elsinore would only exacerbate current water quality problems associated with Pollutant concentration due to lake water evaporation.
- In cases where rainfall events have low potential to recharge Lake Elsinore (i.e., no hydraulic connection between groundwater to Lake Elsinore, or other factors), requiring infiltration of Urban Runoff from projects is counterproductive to the overall watershed goals.
- Project proponents, in these cases, would be allowed to discharge Urban Runoff, provided they used equally effective filtration-based BMPs.

For these reasons, the *WQMP* for the Project site proposes a biotreatment/biofiltration system. The *WQMP* delineates two on-site Drainage Management Areas (DMAs) including DMA-A and DMA-F; and four off-site DMAs, including DMA-B, DMA-C, DMA-D, and DMA-E. A summary of the DMA's is included in **Table X-1, *Proposed Project Runoff Characteristics*** and the locations of the DMA's are shown on **Figure X-4, *WQMP Site Plan***.

Table X-1
Proposed Project Runoff Characteristics

Drainage Management Area	Area		Proposed BMP	Required Design Capture Volume (ft^3)	Proposed Capture Volume (ft^3)	Minimum Design Capture Volume (ft^3) Met?
	Sq. Ft.	Acres				
DMA-A (Roofs, concrete, asphalt, and landscaping w/in parking lot)	151,222	3.47	BMP-A Biofiltration/ Biotreatment Basin Modular Wetlands[1]	7,703	8,000[2]	Yes
Off-site DMA-B[3] (Half-width Ryan St; dirt)	5,315	0.12	Alt. Compliance Treatment Control Catch Basin	N/Ap	N/Ap	N/Ap
Off-site DMA-C (Half-width Manning St; asphalt)	4,561	0.10	Alt. Compliance Treatment Control Catch Basin	N/Ap	N/Ap	N/Ap
Off-site DMA-D (Half-width Lakeshore Dr; asphalt)	42,191	0.97	Alt. Compliance Treatment Control Catch Basin	N/Ap	N/Ap	N/Ap
Off-site DMA-E[4] (Half-width Ryan St; dirt)	16,585	0.38	Alt. Compliance Treatment Control Catch Basin	N/Ap	N/Ap	N/Ap
DMA-F (Perimeter landscaping; flows off-site to Lakeshore Dr)	12,939	0.30	N/Ap	N/Ap	N/Ap	N/Ap

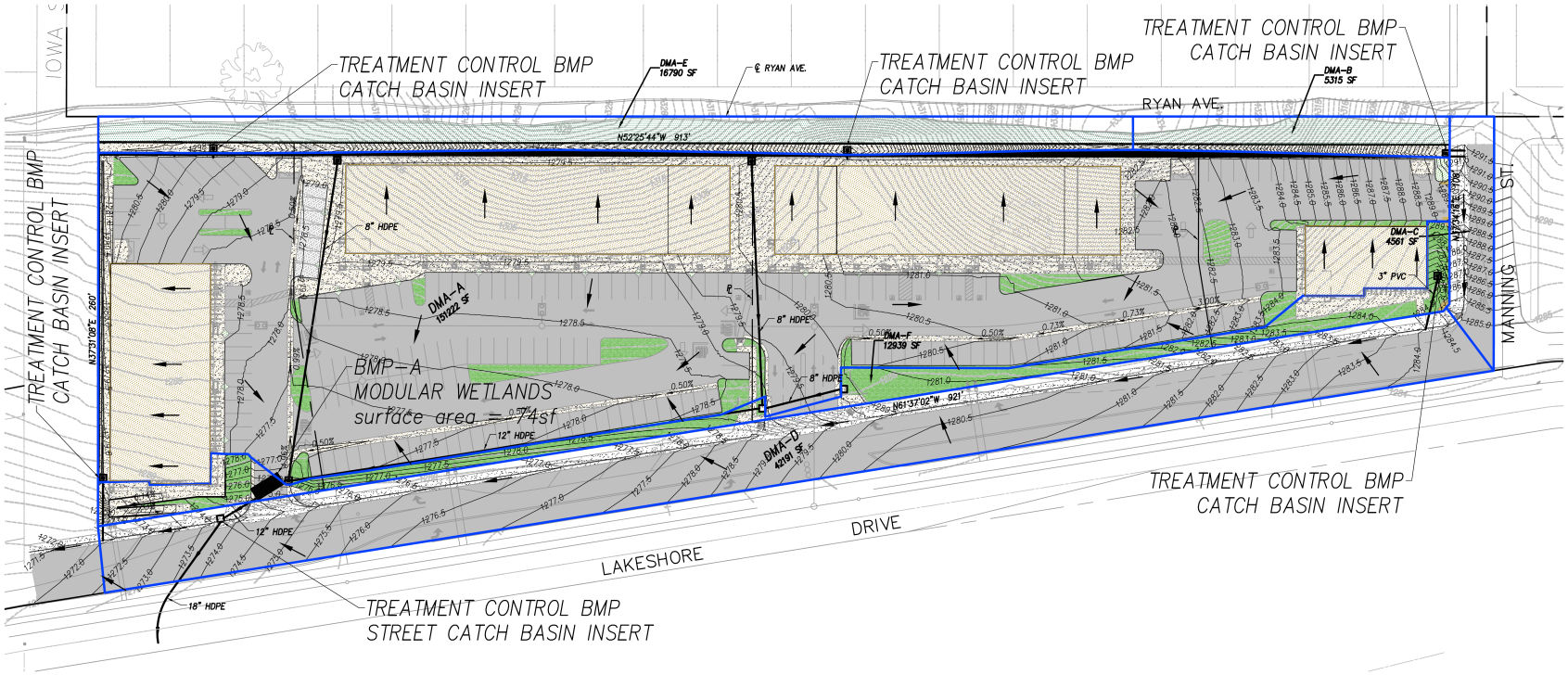
Source: *WQMP* (**Appendix I1**)

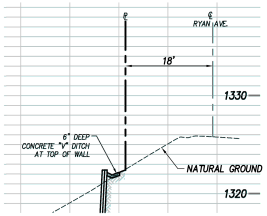
Notes:

1. The Bio Clean Modular Wetlands system includes a series of catch basins, subsurface piping, and surface drainage swales that will direct drainage flows from the impervious areas of DMA-A to a premanufactured biotreatment/biofiltration basin with a surface area of 74 square feet that will be placed underground at the Project site's proposed northwest access driveway off of Lakeshore Drive.
2. See *WQMP*, revised March 24, 2020, Appendix 6 for flow rate calculations. The *USS Study*, dated September 2019, previously indicated a design capture volume of 8,929 cubic feet.
3. DMA-B size per *WQMP Site Plan* (Table C.1 transposed DMA-B and DMA-E figures).
4. DMA-E size per *WQMP Site Plan* (Table C.1 transposed DMA-B and DMA-E figures); slight discrepancy of 16,790 SF v. 16,585 SF, noted (the 16,585 figure is relied on herein).

Key:
sq. ft. = Square feet
ft^3 = cubic feet
BMP = Best Management Practice
DMA = Drainage Management Area
N/Ap = Not applicable

FIGURE X-4
WQMP SITE PLAN





RYAN AVENUE SECTION
N.T.S.

HATCH LEGEND:

- NATURAL
- CONCRETE
- LANDSCAPE
- PAVEMENT
- ROOF

SURFACE TYPE	DMA A	EFFECTIVE IMPERVIOUS FRACTION If
CONCRETE	29,506	1.00
ASPHALT	63,459	1.00
ORNAMENTAL LANDSCAPING	14,893	0.10
ROOF	43,364	1.00
TOTAL	151,222	
ACRES	3.47	
IMPERVIOUS	136,329	90.15%
PERVIOUS	14,893	9.85%

NON-STRUCTURAL SOURCE CONTROL BMPS

N1 – EDUCATION OF PROPERTY OWNERS, TENANTS, AND OCCUPANTS ON STORMWATER BMPS

N2 – ACTIVITY RESTRICTIONS

N3 – LANDSCAPE MANAGEMENT BMPS

N4 – BMP MAINTENANCE

N11 – LITTER/DEBRIS CONTROL PROGRAM

N12 – EMPLOYEE TRAINING

N13 – HOUSEKEEPING OF LOADING DOCKS

N14 – CATCH BASIN INSPECTION PROGRAM

N15 – VACUUM SWEEPING OF PRIVATE STREETS AND PARKING LOTS

N17 – COMPLY WITH ALL OTHER APPLICABLE NPDES PERMITS

STRUCTURAL SOURCE CONTROL BMPS

S1 – PROVIDE STORM DRAIN STENCILING AND SIGNAGE

S3 – DESIGN AND CONSTRUCT TRASH AND WASTE STORAGE AREAS TO REDUCE POLLUTION INTRODUCTION

S4 – USE EFFICIENT IRRIGATION SYSTEMS & LANDSCAPE DESIGN, WATER CONSERVATION, SMART CONTROLLERS AND SOURCE CONTROL

S5 – FINISH GRADE OF LANDSCAPE AREAS AT A MINIMUM OF 1–2 INCHES BELOW TOP OF CURB, SIDEWALK, OR PAVEMENT

Bio Clean
A Forterra Company

October 18, 2019

Subject: Lakeview Plaza, lake Elsenore, CA
Bio Clean ID: 9428

To Whom It May Concern,

The MWS Linear will be sized in accordance with the TAPE GULD approval for the Modular Wetland System. The system is sized at a loading rate of (less than or equal to) 1.0 gpm/ sq ft, where the pre-filter cartridges are sized at a loading rate of less than 2.10 gpm/ sq ft. Design, sizing, and loading have been reviewed and approved by a Modular Wetland Representative and is ready for final approval. Shown below are the calculations for this Project:

MWS-8-20-V-UG-HC

MWS Treatment Capacity =	0.8 (cfs)			
Required Treatment Flow =	0.8 (cfs)	OR	359.04 (gpm)	(=0.8 x 448.8)
Operating head/ HGL =	4.7 (ft)			
Pre-filter Cartridges included =	7.0			
Surface Area per Cartridge =	25.6 (sf)			
Loading rate (Prefilter Cartridge)	359.04/(25.6 x 7)	=	2.0 (gpm/sf)	
MWS Surface Area =	74 (sf)			
Media Loading rate =	359.04/(74 x 4.7)	=	1.0 (gpm/sf)	

If you have any questions please feel free to contact us at your convenience.

Sincerely,

Gurinder Singh

Gurinder Singh
Stormwater Engineer
Modular Wetland System, Inc.

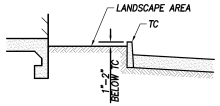
MINIMIZE COMPACTION NOTES:

1. ALL LANDSCAPE AREAS SHOWN HEREON, AND PER LEGEND PROVIDED BELOW, SHALL PRESERVE NATURAL COMPACTION RATES.

SITE AREA:
169,684 SQ. FT. OR 3.90 AC. NET
DISTURBED AREA:
233,022 SQ. FT.
IMPERVIOUS AREA:
136,329 SQ. FT.

LEGEND:

- DMA PERIMETER
- STORM DRAIN CATCH BASIN
- STORM DRAIN PIPE
- DIRECTION OF SURFACE FLOW
- 1276 PROPOSED CONTOUR
- MODULAR WETLAND (BMP A)



S5 – GRADING DETAIL
LANDSCAPE AREAS 1"–2" BELOW TC
N.T.S.

Source: WQMP - (Appendix H1)

A summary of the DMAs is set forth below:

- DMA-A consists of 151,522 square feet (3.47 acres) including all four of the proposed building roof covers (43,364 SF), concrete/walkways (29,506 SF), asphalt/paving (63,459 SF) and landscaped areas within the parking lot (14,893 SF). DMA A will be served by Biofiltration Basin A (BMP-A);
- DMA-B consists of 5,315 square feet (0.12 acre) comprising the unimproved (partial cut-graded dirt) half-width of Ryan Avenue contiguous to the southeast portion of Project site approaching Manning Street. Stormwater surface flows from DMA-B would be captured in the concrete V-Ditch and carried southeast to a Treatment Control BMP – Catch Basin Inlet located contiguous to Manning Street, thence through two pipes under the sidewalk onto Manning Street (DMA-C);
- DMA-C consists of 4,561 square feet (0.10 acre) comprised of the proposed asphalt paved realigned half-width of Manning Street. Stormwater surface flows from DMA-C (Manning Street), would gravity flow downhill via concrete curb and gutter improvements southwest to Lakeshore Drive (DMA-D);
- DMA-D consists of 42,191 square feet (0.97 acre) comprising the proposed widened and asphalt-paved half-width of Lakeshore Drive along the Project site's frontage. Stormwater surface flows from DMA-D (Lakeshore Drive) would gravity flow within concrete curb and gutter improvements northwest to a Treatment Control BMP – Street Catch Basin Insert located in the Lakeshore Drive right-of-way adjacent to the Project site's proposed northwest access driveway, thence southwest via an 18-inch HDPE pipe under Lakeshore Drive offsite towards the lake;
- DMA-E consists of 16,585 square feet (0.38 acre) comprising the unimproved (partial cut-graded/mostly unimproved dirt) half-width of Ryan Avenue contiguous to a majority of the Project site's northeast boundary and bounded on the south/southeast by the smaller DMA-B, described above. Stormwater surface flows from DMA-E would be captured in the concrete V-Ditch and carried northwest to two (2) separate Treatment Control BMP – Catch Basin Inserts, thence southwest within the proposed V-Ditch along the Project site's northwest boundary to the third (3rd) Treatment Control BMP – Catch Basin Inlet adjacent to proposed Building 1, thence via a subsurface pipe offsite onto Lakeshore Drive, as depicted on **Figure X-4, *WQMP Site Plan***;
- DMA-F consists of 12,939 square feet (0.30 acre) comprising the perimeter landscaping along the Project site's Lakeshore Drive frontage (southwest boundary). Ornamental landscaping has a 0.10 (10%) Effective Impervious Fraction rate. Therefore, on average, while most (i.e., 90%) of the stormwater would infiltrate into the ground within the landscaped planter area, some (i.e., 10%, on average) would runoff and flow onto the Lakeshore Drive right-of-way. There is a single Treatment Control BMP – Catch Basin Insert serving DMA-F located adjacent to Building 4 (stand-alone restaurant) and Manning Street with a subsurface pipe dispersing drainage flows onto Lakeshore Drive.

<u>BMP-A Biofiltration Basin (Modular Wetlands)</u>

The Project site development plan proposes the use of a Biotreatment/Biofiltration System (BMP-A) to treat stormwater runoff associated with the 3.47-acre on-site Drainage Management Area "A" (DMA-A). The Project proposes to use the Bio Clean "Modular Wetlands System Linear" biofiltration system for 1) Pretreatment, 2) Biofiltration, and 3) Discharge, as summarized below:

<u>Pretreatment</u>

Separation

- Trash, sediment, and debris are separated before entering the pre-filter cartridges
- Designed for easy maintenance access

Pre-Filter Cartridges

- Over 25 sq. ft. of surface area per cartridge
- Utilizes BioMediaGREEN filter material
- Removes over 80% of TSS and 90% of hydrocarbons

- Prevents pollutants that cause clogging from migrating to the biofiltration chamber

Biofiltration

Horizontal Flow

- Less clogging than downward flow biofilters
- Water flow is subsurface
- Improves biological filtration

Patented Perimeter Void Area

- Vertically extends void area between the walls and the WetlandMEDIA on all four sides
- Maximizes surface area of the media for higher treatment capacity

WetlandMEDIA

- Contains no organics and removes phosphorus
- Greater surface area and 48% void space
- Maximum evapotranspiration
- High ion exchange capacity and lightweight

Discharge

Flow Control

- Oriface plate controls flow of water through WetlandMEDIA to a level lower than the media's capacity
- Extends the life of the media and improves performance

Draindown Filter

- The draindown is an optional feature that completely drains the pretreatment chamber
- Water that drains from the pretreatment chamber between storm events will be treated

The proposed system includes a series of catch basins, subsurface piping, and surface drainage swales that will direct drainage flows from the impervious areas of DMA-A (3.47 acres) to a pre-manufactured biofiltration basin with a surface area of 74 square feet that will be placed underground at the Project site's proposed northwest access driveway off of Lakeshore Drive. The *WQMP* provides details and specifications for the biofiltration system.

The offsite drainage system for Lakeshore Drive. Manning Street, and Ryan Avenue (DMAs B thru E), and the 12,939 square foot landscaped planter area along the Project site's Lakeshore Drive frontage (DMA F) entail a series of treatment control BMPs (catch basins) as an alternative compliance. These catch basins will use filter inserts to meet biofiltration requirements. The *WQMP* provides details and specifications for these inserts.

As set forth in the *Hydrology Report*, the onsite hydrology analyses and offsite street areas utilized commercial land use for the calculations. The rational method hydrology analysis was performed for the pre-Project and post-Project conditions for the 2-year, 10-year, and 100-year storm events. Peak flows were determined using the Rational Method as described in the Riverside County Flood Control Manual.

Based on the above, 1) The Project's proposed biotreatment/biofiltration system will adequately treat the required BMP Design Volume (Flow Rate), 2) the proposed on- and off-site storm drain systems will adequately convey the peak 2-year, 10-year, and 100-year flow rates; 3) implementation of the proposed Project will not alter the drainage pattern of the Project site or surrounding area, and 4) the proposed Project will not deplete groundwater supplies.

Based on this analysis, implementation of the proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (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). Any impacts would be less than significant.

Sources: *Lakeview Plaza – Project-Specific Water Quality Management Plan*, prepared by Blue Peak Engineering, 3-24-2020 (*WQMP*, **Appendix I1**); *Lakeview Plaza - Preliminary Hydrology Report*, prepared by Blue Peak Engineering, 7-22-2019 (*Hydrology Report*, **Appendix I2**).

c.i) 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 through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site? Less Than Significant Impact

Please reference the discussion set forth in Threshold X.b, relative to the Project design which would not substantially alter the existing drainage pattern of the site or the area. There are no streams or rivers within, contiguous to, or adjacent to the Project site. However, the Project site is located approximately 500 to 800 feet north of the northeast corner of Lake Elsinore ("the lake"). Potential drainage-related impacts include both construction and operational phases of the Project.

During construction activities, the following potential impacts may occur: 1) soil would be exposed and disturbed; 2) drainage patterns would be temporarily altered during grading and other construction activities; and 3) there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. In comparison with existing conditions, the proposed Project development plan would cause the Project site surface area to be more impervious than the current site condition. Under current conditions, the Project site consists of 100% pervious surfaces. Implementation of the Project's proposed neighborhood commercial retail and restaurant development would reduce the pervious surface area from 100% to 20% of the Project site area. Any decrease in pervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters.

On-site stormwater runoff currently surface flows in a southwest direction towards Lakeshore Drive. Most of the stormwater runoff then flows northwest within the soft shoulder of Lakeshore Drive. At present, a single on-site drainage feature leads into a storm water inlet culvert at the southwest corner of the study area adjacent to Manning Street and flows under Lakeshore Drive.

As discussed in detail under Threshold X.b, the Project requires significant grading of the entire site to create a single super pad which would generally preserve the current flow patterns. Furthermore, the Project would provide drainage facility improvements that would minimize on- and off-site erosion and siltation since no such facilities currently exist on the Project site.

Lake Elsinore is the receiving water body for the Project site, and it is identified as an approved downstream "Highest and Best Use" for stormwater runoff. As such, infiltration BMPs are not appropriate for the Project site development and biotreatment/biofiltration systems are recommended. The Project site development plan proposes a biotreatment/biofiltration system for most of the on-site flows identified as DMA-A (3.47 acres), and treatment control catch basins (with filtration inserts) for the off-site stormwater within the street right-of-ways.

There are no streams or rivers within, contiguous to, or adjacent to the Project site, and through implementation of the Project *WQMP*, which provides for an on-site biotreatment/biofiltration system, and alternative compliance treatment control catch basins for off-site flows within the adjacent streets, the proposed Project would not substantially increase runoff that could contribute to downstream erosion or siltation.

Therefore, implementation of the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site. Any impacts would be less than significant.

Sources: *Lakeview Plaza – Project-Specific Water Quality Management Plan*, prepared by Blue Peak Engineering, 3-24-2020 (*WQMP*, **Appendix I1**); *Lakeview Plaza - Preliminary Hydrology Report*, prepared by Blue Peak Engineering, 7-22-2019 (*Hydrology Report*, **Appendix I2**).

c.ii) 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 through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite? Less Than Significant Impact

Implementation of the proposed Project would increase the Project site's impervious surface area from 0% at present up to 80% upon completion of construction. As set forth in the *WQMP*, the Biotreatment/Biofiltration Basin (BMP-A) meets the Minimum Design Capture Volume for stormwater runoff associated with the Project site. The Proposed Capture Volume of 8,000 cubic feet exceeds the Required Capture Volume of 7,703 cubic feet. Furthermore, the biotreatment/biofiltration system has been designed to accommodate post-Project conditions for the 2-year, 10-year, and 100-year storm events. With implementation of the biotreatment/biofiltration system as part of the Project design, impacts related to the alteration of the existing drainage pattern in a manner that would result in on- or off-site flooding would be less than significant. Implementation of the Project would also result in a benefit to water quality, as no such facilities currently exist on the Project site.

Sources: *Lakeview Plaza – Project-Specific Water Quality Management Plan*, prepared by Blue Peak Engineering, 3-24-2020 (*WQMP*, **Appendix I1**); *Lakeview Plaza - Preliminary Hydrology Report*, prepared by Blue Peak Engineering, 7-22-2019 (*Hydrology Report*, **Appendix I2**).

c.iii) 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 through the addition of impervious surfaces, in a manner which would 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

The Project site is located proximate near the northeast corner of the lake. The lake has been identified as an approved downstream "Highest and Best Use" for stormwater runoff in the *WQMP*, and as such Infiltration BMPs are not appropriate for use with respect to the Project site development plan. The *WQMP* indicates the proposed "Modular Wetlands" Biotreatment/Biofiltration system designed for the Project will adequately control the amount and rate of flow of the treated stormwater discharging from the Project site in the Post-Development condition.

While development of the proposed Project would increase the impervious area on the Project site from 0% to 80%, the Project *WQMP* hydrology improvements have been designed such that the Project, which drains directly to Lake Elsinore, would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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 would be less than significant.

Sources: *Lakeview Plaza – Project-Specific Water Quality Management Plan*, prepared by Blue Peak

Engineering, 3-24-2020 (*WQMP*, **Appendix I1**); *Lakeview Plaza - Preliminary Hydrology Report*, prepared by Blue Peak Engineering, 7-22-2019 (*Hydrology Report*, **Appendix I2**).

c.iv) 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 through the addition of impervious surfaces, in a manner which would impede or redirect flood flows? Less Than Significant Impact

In the existing Pre-Development condition, stormwater on the Project site currently flows from the northeast boundary toward Lakeshore Drive. Lake Elsinore is southwest of the Project site and is the ultimate receiving water body for Project site runoff. At present, a single on-site drainage feature leads into a storm water inlet culvert at the southwest corner of the study area adjacent to Manning Street and flows under Lakeshore Drive.

In the proposed Post-Development condition (upon completion of the Project site development plan in accordance with the *WQMP*), the stormwater drainage pattern would be similar to the Pre-Development condition with the majority of the Project site's stormwater (3.47 acre DMA-A) directed via a system of catch basins, subsurface piping, and surface swales toward the proposed Biotreatment/Biofiltration Basin (BMP-A), where it would be treated and the flow rate reduced to 0.80 before discharging into a subsurface storm drain extending under Lakeshore Drive. Similarly, an off-site drainage system of treatment control catch basins would direct surface flows toward Lakeshore Drive, then northwest to curb and gutter improvements within the Lakeshore Drive right-of-way, then finally to a catch basin near the northwest end of the Project site into an 18" pipe carrying much of the off-site flow under Lakeshore Drive toward the lake. Post-Development storm water run-off does not exceed pre-development storm water runoff, nor does it impede or redirect flood flows. Any impacts would be less than significant.

Sources: *Lakeview Plaza – Project-Specific Water Quality Management Plan*, prepared by Blue Peak Engineering, 3-24-2020 (*WQMP*, **Appendix I1**); *Lakeview Plaza - Preliminary Hydrology Report*, prepared by Blue Peak Engineering, 7-22-2019 (*Hydrology Report*, **Appendix I2**).

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation? Less Than Significant Impact

The Project site is not located within a FEMA designated flood hazard area or a local City/County designated "Flood Hazard Area." Reference **Figure X-5, *FEMA Firmette Map***. The Project site is located over 23 miles east/northeast of the nearest coastline (Pacific Ocean); therefore, there is no risk associated with tsunamis. The Project site is located north of the northeast corner of the lake, and approximately 4.75 miles west of Canyon Lake. A seiche is a standing wave of water within a lake or enclosed water body triggered by an earthquake or landslide. The Project sites *Soil and Foundation Evaluation Report* indicates that, due to the distance and elevation differential between the Project site and the surface level of the lake, the probability of flooding caused by a seiche is considered to be low.

Based on the above, the risk of pollutant release due to Project inundation caused by a flood, tsunami, or seiche is negligible. Any impact would be less than significant.

Sources: *Soil and Foundation Evaluation Report, Proposed Commercial Buildings, Lots 14-17, APN Numbers 375-092-002, 003, 004, 005 & 006, Lakeshore Drive, Lake Elsinore, CA,* prepared by Soils Pacific Inc., 2-13-2019 (**Appendix F**).

FIGURE X-5
FEMA FIRMETTE MAP



Source: FEMA https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-117.4940282128904,33.59614824239965,-117.16169178710962,33.73901642919255

RIVERSIDE COUNTY, CALIFORNIA
AND INCORPORATED AREAS

PANEL 2036 OF 3805
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LAKE ELSINORE, CITY OF	060636	2036	G
RIVERSIDE COUNTY	060245	2036	G

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? Less Than Significant Impact

The Project *WQMP* has been prepared specifically to comply with the requirements of the City of Lake Elsinore. The Project site is located in the Santa Ana Region Watershed, within the jurisdiction of the Santa Ana Regional Board, where discharges from Riverside County's Phase I MS4s are regulated through the Riverside County MS4 Permit (Order No. R8-2010-0033 NPDES No. CAS618033, as amended by Order No. R8-2013-0024) pursuant to section 402(p) of the Federal Clean Water Act.

With adherence to, and implementation of the conclusions and recommendations set forth in the *WQMP,* the Project site development plan will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Any impacts would be less than significant.

Sources: *Lakeview Plaza – Project-Specific Water Quality Management Plan*, prepared by Blue Peak Engineering, 3-24-2020 (*WQMP*, **Appendix I1**).

Mitigation Measures: No mitigation measures are required.

IX. LAND USE AND PLANNING

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

As shown on **Table 2, *Surrounding Land Uses***, included in Section II of this Initial Study, the proposed Project site is zoned Neighborhood Commercial (C-1) and is surrounded by Hillside Single-Family Residential (R-H), Lakeshore (L), General Commercial (C-2) and other C-1 zoning designations.

The Zoning Code divides the City into districts, or zones, and regulates land use activity in each district by 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.

Therefore, implementation of the proposed Project would not physically divide an established community. There would be no impact.

Sources: **Figure 8, *General Plan Land Use Map*** and **Figure 9, *Zoning Map***, provided in Section III of this Initial Study.

b) Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? No Impact

As shown on **Table 2, *Surrounding Land Uses***, included in Section II of this Initial Study, the proposed Project site is zoned Neighborhood Commercial (C-1) and is surrounded by Hillside Single-Family Residential (R-H), Lakeshore (L), General Commercial (C-2) and other C-1 zoning designations. The Project site's General Plan land use designation is Neighborhood Commercial and the surrounding land use designations include Hillside Residential, Recreational, Neighborhood Commercial and General Commercial. The proposed Project is consistent with these and surrounding zoning and land use designations.

The Project site is not within a Specific Plan or Historic Preservation District, nor is it within a General Plan Policy Overlay Area. Furthermore, the Project is not within an Airport Compatibility Zone or an Airport Influence Area.

Therefore, implementation of the proposed Project would not conflict with any applicable land use plan, policy, or regulation. There would be no impact.

Sources: **Figure 8, *General Plan Land Use Map*** and **Figure 9, *Zoning Map***, provided in Section III of this Initial Study.

Mitigation Measures: No mitigation measures are required.

XII. 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

Principal mineral resources within the County of Riverside 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.

The California Surface Mining and Reclamation Act of 1975 (SMARA) requires that general plans classify, and map mineral resources designations approved by the State Mining and Geology Board. SMARA seeks to promote conservation and protection of valuable lands within the State subject to urban expansion. Guidelines for Classification and Designation of Mineral Lands, adopted by the State Mining and Geology Board, require that the State Geologist classify areas into Mineral Resource Zones (MRZ).

According to Figure 3.12-1 of the City's General Plan EIR, the Project site, along with most all of the City of Lake Elsinore, is located in Mineral Resource Zone 3 Area (MRZ-3). MRZ-3 applies to areas containing known or inferred mineral occurrences of undetermined mineral resource significance.

The Project site is currently in a vacant, undeveloped condition. Historical activities at the Project site are documented in the *Phase I ESA*, based on aerial photographs and topographic maps:

- The aerial photographs reviewed indicate that the Project site has been undeveloped land since at least 1935; and
- The historical topographic maps reviewed depict the Project site as undeveloped land from at least 1901.

There have not been any documented mineral extraction activities at the Project site. Given the size, location, and configuration of the Project site in relationship to surrounding land uses, it is highly unlikely that any surface mining or mineral recovery operation could feasibly take place at the Project site.

It is further noted that mining operation areas within the City are delineated as such on the City's General Plan Land Use Map with an Extractive Overlay. The Project site is not located in or adjacent to an Extractive Overlay area.

Therefore, implementation of the proposed Project will not result in the loss of availability of a known mineral resource that would be of value to the region or residents of the state. Any potential impacts would be less than significant.

Sources: General Plan, Chapter 4.5, *Mineral Resources*; General Plan EIR (GP-EIR), Chapter 3.12, *Mineral Resources*; **Figure 8, *General Plan Land Use Map***, provided in Section III of this Initial Study; and *Phase I Environmental Site Assessment Lakeview Plaza*, prepared by Rincon Consultants, Inc., 9-23-2019 (*Phase I ESA*, **Appendix H**).

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 Threshold XII.a, the City's General Plan Land Use Map delineates mining operation areas by applying an Extractive Overlay. The Project site is not in or adjacent to an Extractive Overlay area as depicted on the City's General Plan Land Use Map.

Therefore, implementation of 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. There would be no impact.

Sources: General Plan, Chapter 4.5, *Mineral Resources*; General Plan EIR (GP-EIR), Chapter 3.12, *Mineral Resources*; Figure **8, *General Plan Land Use Map***, provided in Section III of this Initial Study; and *Phase I Environmental Site Assessment Lakeview Plaza*, prepared by Rincon Consultants, Inc., 9-23-2019 (*Phase I ESA*, **Appendix H**).

Mitigation Measures: No mitigation measures are required.

XIII. NOISE

Note: Any tables or figures in this section are from the *Noise Study*, unless otherwise noted.

a) Would the Project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies? Less than Significant Impact With Mitigation Incorporated

Overview

The *Noise Study* analyzes the Project's noise and vibration impacts related to both temporary construction activity and long-term operation of the Project. Construction of the proposed Project is anticipated to take 14 months and would involve site preparation, grading, building construction, paving, and architectural coating.

Fundamentals of Sound and Vibration

Overview of Sound. Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Caltrans 2013a). Noise levels are commonly measured in decibels (dB) using the A-weighted (dBA) sound pressure level (SPL). The A-weighting scale is an adjustment to the actual SPLs to be consistent with that of human hearing response. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB while a halving of the energy would result in a 3 dB decrease.

Sound levels generally decrease as the distance from the source increases. Noise levels from a point source typically attenuate at a rate of 6 dBA per doubling of distance (e.g., construction, industrial machinery, ventilation units, etc.) while noise from a line source (e.g., roadway, pipeline, railroad, etc.) typically attenuates at about 3 dBA per doubling of distance. Noise levels may be reduced by intervening structures and the amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, as well as man-made features such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver. Structures also can substantially reduce exposure to noise. Based on the Federal Highway Administration's (FHWA) modern building construction generally provides an exterior-to-interior noise level reduction of 20 – 35 dBA with closed windows.

Since noise that occurs at night tends to be more disturbing than that which occurs during the day, community noise is usually measured using Day-Night Average Level (L_{dn} or DNL), which is a 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m.

Overview of Vibration

Groundborne vibration consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of hertz (Hz). The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz. While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (ppv) and are normally described in inches per second (in./sec.). Damage to structures occurs when vibration levels range from 2 to 6 in./sec. ppv. One half this minimum threshold, or 1 in./sec. ppv is considered a safe criterion that would protect modern structures (i.e., post 1975 construction in California) against structural damage. As stated in the Caltrans Vibration manual, the human response to transient vibration is 0.24 in./sec ppv, which is considered "distinctly perceptible to a human." This is approximately equal to 96 vibration decibels (VdB). According to the FTA, more continuous vibration sources such as train pass byes are considered annoying at 72 VdB. The 96 VdB is used in the assessment of transient sources of vibration and 72 VdB is used to assess permanent and continuous sources associated with operation of projects.

Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Sensitive land uses are generally defined as locations where people reside or where the presence of noise could adversely affect the use of the land. The City's General Plan list of noise sensitive uses includes schools, hospitals, residences, libraries, and recreation areas. Vibration sensitive receivers are similar to noise sensitive receivers, such as residences and institutional uses (e.g., schools, libraries, and religious facilities) but also include buildings where vibrations may interfere with vibration sensitive equipment, affected by levels that may be well below those associated with human annoyance.

City of Lake Elsinore - Municipal Code

According to Section 17.176, Noise Control, of the Lake Elsinore Municipal Code (LEMC), in order to control unnecessary, excessive and annoying noise and vibration in the City, it is hereby declared to be the policy of the City to prohibit such noise and vibration generated from or by all sources as specified in this chapter. It shall be the policy of the City to maintain quiet in those areas which exhibit low noise levels and to implement programs aimed at reducing noise in those areas within the City where noise levels are above acceptable values. As set forth in LEMC Section 17.176.010 (Purpose), certain noise levels and vibrations are considered detrimental to the public health, welfare and safety [Ord. 772 § 17.78.010, 1986. Code 1987 § 17.78.010].

General Plan – Draft Environmental Impact Report

As set forth in Section 3.5, Noise, of the City of Lake Elsinore General Plan – Draft Environmental Impact Report (GP-DEIR), "noise" is generally defined as unwanted sound, or audible energy waves received by people and animals. As is the case with most developed and urbanized areas, the chief source of ambient noise in the City and SOI is vehicular traffic. Two major roadways, I-15 and SR-74, traverse the area, creating the greatest source of concentrated vehicular noise. Other major roadways within the City that produce traffic noise include Riverside Drive, Lakeshore Drive (Project site is contiguous to Lakeshore

Dr), Grand Avenue, and Railroad Canyon Road.

Noise and Vibration Study – Lakeview Plaza

The dominant source of noise in the Project site vicinity is vehicular traffic from West Lakeshore Drive and local residential roadways. The Project site is bordered on the north and northeast with residentially zoned properties, neighborhood commercial zoning is located northwest, and southeast, and recreational use is zoned across Lakeshore Drive to the southwest. The noise sensitive receivers closest to the Project site are the single-family residences located to the northwest and north of the Project site. Existing commercial land uses are located to the southwest, west of Iowa Street. All other surrounding properties are undeveloped. The noise measurement locations and results of the noise measurements are summarized below in **Figure XIII-1**, ***Project Vicinity Sound Level Monitoring Results***.

FIGURE XIII-1
PROJECT VICINITY SOUND LEVEL MONITORING RESULTS



No.	Location	Sample Times	Approximate Distance to Primary Noise Source	L_{eq} (dBA)	L_{max} (dBA)	L_{90} (dBA)
1.	Northern Property Boundary	11:23 a.m. – 11:38 a.m.	Centered on Approximately 200 feet North of centerline of W. Lakeshore Dr.	53.1	61.5	41.0
2.	Southeastern end of Property	11:47 a.m. – 12:02 p.m.	Approximately 30 feet to centerline of W. Lakeshore Dr.	64.8	76.6	51.4
3.	Southeastern end of Property	12:12 p.m. – 12:27 p.m.	Approximately 26 feet to centerline of W. Lakeshore Dr.	65.8	76.9	46.7

Notes:
1. Detailed sound level measurement data are included in Appendix A of the *Noise Study*.

Source: Noise Study - (Appendix I)

Traffic Noise

Noise levels affecting the Project site would be primarily influenced by traffic noise from West Lakeshore Drive. Traffic noise was modeled with the FHWA Traffic Noise Model (TNM). The Project's trip generation was estimated using the Institute of Traffic Engineers Trip Generation Manual. Based on the uses being a "Strip Mall" and "High Turnover (Sit Down Restaurant), with total square footage of 43,120 consistent with the Project plans:

- The Strip Mall portion would generate 1,227 weekday trips;
- The restaurant portion would generate 628 weekday trips;
- The entire Project would generate a total of 1,856 weekday trips.

Based on the City traffic counts, West Lakeshore Drive has an existing average daily traffic (ADT) of 19,000 vehicles. This volume is used to determine the noise level increase associated with Project traffic increases. The existing and Project ADT volumes are shown below in **Table XIII-1**, ***Traffic Volumes***.

Table XIII-1
Traffic Volumes

Roadway	Existing ADT	Project ADT	Existing with Project ADT
West Lakeshore Drive	19,000	1,856	20,856

Construction Noise

As set forth in the *Noise Study* (p. 15), construction noise for the proposed Project was estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006). Construction activity would result in temporary noise in the Project site vicinity, exposing surrounding sensitive receivers to increased noise levels. Construction noise would typically be higher during the heavier periods of initial construction (i.e., site preparation and grading) and would be lower during the later construction phases (i.e., building construction and paving). Typical heavy construction equipment during Project grading could include dozers, excavators, loaders, and dump trucks. It is assumed that diesel engines would power all construction equipment. Construction equipment would not all operate at the same time or location. In addition, construction equipment would not be in constant use during the 8-hour operating day.

Over the course of a typical construction day, construction equipment would be located as close as 10 feet from the adjacent properties and 100 feet from the closest residential properties and would typically be located at an average distance of 50 feet or more due to the nature of construction and the size of the Project site. Therefore, it is assumed that over the course of a typical construction day the construction equipment would operate at an average distance of 50 feet from the closest residential property lines.

Three pieces of equipment, such as a dozer, an excavator, and a loader, would be used to grade and excavate the Project site, pulling material away from the northern edge, and lowering the site to match the grade of the southern portion of the site. To represent the worst case, a dump truck was also modeled at 200 feet, the distance to Lakeshore Drive from the northeaster boundary of the Project. The grading equipment would be constantly moving soil from the northeastern portion of the site towards the southwestern portion of the site. The grading activities would generate the greatest noise levels of the identified activities with a noise level of 81 dBA L_{max} at a distance of 50 feet. This results in a maximum hourly noise level of approximately 81 dBA L_{eq} (calculations are included in Appendix B of the *Noise Study*).

Following grading, the hillside would be stabilized by the use of soil nails which are placed by boring a

small diameter hole into the ground and securing it to the soil with grout. This is followed by applying a mesh and concrete to the surface of the hillside forming a stable surface to construct a stepped wall. Noise levels from this activity are expected to range from 75 to 79 dBA L_{max} but with the fluctuations in power the maximum hourly noise level would reach 74 dBA L_{eq} at 50 feet.

Following the setting of the foundations it is anticipated only deliveries and minor equipment (e.g., forklifts, man-lifts, and flatbeds with mounted cranes) would be used during building construction. A concrete truck would also likely be used during the final driveway and curb pour. These activities are assumed to generate noise levels on the same order as grading and excavation, i.e., 79 dBA L_{eq} at 50 feet.

Groundborne Vibration

The proposed Project would not include any substantial vibration sources associated with operations. Thus, construction activities have the greatest potential to generate ground-borne vibration affecting nearby receivers, especially during grading and excavation of the Project site. The greatest source of vibration during construction within the Project vicinity would be a dozer or the soil nail drilling. Neither blasting nor pile driving would be required for construction of the Project. Typical vibration levels for various pieces of construction equipment used in the proposed Project's assessment of construction vibration (FTA 2018) is set forth below in **Table XIII-2**, ***Vibration Levels Measured during Construction Activities***.

Table XIII-2
Vibration Levels Measured during Construction Activities

Equipment	ppv at 25 ft. (in/sec)
Caisson Drilling	0.089
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003

Table XIII-2 demonstrates that vibration levels expected during Project construction would not exceed identified Caltrans or FTA standards.

Operational Noise Sources

As set forth in the *Noise Study*, on site-noise sources at the Project site were modeled and include: 1) general conversations; 2) landscape maintenance; 3) waste hauling; 4) parking activities; 5) loading activities, and 6) heating, ventilation, and air conditioning (HVAC) equipment. There are no large gathering areas on the Project site and these sources would be transient in nature as people transit from vehicles to businesses. Thus, general conversations would not represent a substantial noise source. Landscape maintenance and waste hauling are regulated by the noise ordinance with allowable hours and other limitations when in proximity to residential areas. Thus, the primary noise sources of concern would be associated with the parking activities, loading activities, and HVAC units for the Project buildings as there is no specific regulation beyond the limitation of noise levels.

Parking Activities

Parking activities are based on the number of parking spaces and the type of land use, for modeling purposes, the parking lot has been divided into three areas. The main parking area along Lakeshore Drive is modeled as a retail store parking lot with 171 spaces. The reaming area located on the northeastern end of the Project near Building 4 was modeled as restaurant parking with 36 spaces.

Loading/Delivery Activities

The *Noise Study* modeling assumes that two types of trucks would be used in conjunction with the proposed Project operations including 1) refrigerated diesel trucks and 2) unrefrigerated diesel trucks. Furthermore, the model provides for the potential to unload in the early morning or nighttime hours. Noise level data used for modeling is shown below **Table XIII-3**, ***Equipment Sound Power Levels (dBA)***. Loading activities would not generate substantial noise at surrounding residences regardless of the loading time due to the shielding effects of the proposed buildings and the retaining wall, which provide up to a 20 dBA reduction as well as the distances from the activity to surrounding receivers.

Table XIII-3
Equipment Sound Power Levels (dBA)

Sound Source	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz	Sound Power Level
Trailer Refrigeration Unit	105.8	99.7	96.2	93.8	93.6	90.4	85.6	82.6	98
Truck Loading on Ramp	85.2	85.1	84.7	85.3	85.0	84.8	85.1	85.2	94
Diesel Truck Idling	67.7	59.6	57.8	61.4	60.5	54.3	47.0	46.3	75

HVAC Equipment

As set forth in the *Noise Study* (p. 18), a building typically requires one ton of HVAC per 600 square feet of building space. Based on the size of each building, seventy-two (72) tons of HVAC would be required to serve the proposed Project. For modeling, seventeen (17) 5-ton HVAC units (85-tons) (Carrier Model 48HC-A06) have been used for the proposed Project. All HVAC units would be located on the roof of the proposed structures. The noise specifications for a Carrier 48HC-A06 are shown below in **Table XIII-4**, ***HVAC Noise Levels***.

Table XIII-4
HVAC Noise Levels

63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz	Overall Noise Level in A-weighted Scale (dBA)[(1)]
87.5	82.5	76.1	73.6	71.3	67.1	64.1	60.0	77.0

Significance Thresholds

Based on the Lake Elsinore noise thresholds and Appendix G of the CEQA guidelines, noise impacts would be considered significant if:

- The Project would result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
    - Project related construction noise would be significant if it exceeds noise levels limits at land uses identified in Section 17.176.080.F of the City's municipal code.
    - Based on the City Municipal Code, operational noise would be significant if:
        - Exterior noise levels exceed 56 dBA (50+6 dB) from 7:00 a.m. to 10:00 p.m. or 46 dBA (40+6 bD) from 10:00 p.m. to 7:00 a.m. at an adjacent single-family residential land uses;

        - The Project exceeds 65 dBA during the daytime or 60 dBA at adjacent neighborhood commercial and recreational land uses.
    - Traffic-related noise impacts would be considered significant if project-generated traffic would result in exposure of sensitive receivers to an unacceptable increase in noise levels.
        - For purposes of this analysis, a significant impact would occur if Project-related traffic increases the ambient noise environment of noise-sensitive land uses by 3 dBA or more if the locations are subject to noise levels in excess of conditionally compatible levels, or by 5 dBA or more if the locations are not subject to noise levels in excess of the conditionally compatible levels identified in the City's General Plan.

Impact Analysis

Construction

As set forth in the *Noise Study*, construction would occur during the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday and would not occur on Sundays and federal holidays. Therefore, construction noise was analyzed against the daytime noise level limits. As nighttime construction has not been included in the Project, a measure has been recommended that limits the hours of construction between the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday, and would not allow construction on Sundays and federal holidays. This is reflected in **Mitigation Measure MM-NOI-1**. The closest offsite residence is located to the north of the Project site approximately 35 feet from the Project boundary. The dwelling unit is a single-family home (Type I residential category) and thus the construction noise level limit is 75 dBA $L_{eq.}$

Mobile Construction Activities

As previously described in the Methodology – Construction Noise section above, at a distance of 50 feet, typical on-site construction activity would generate a maximum noise level of 81 dBA $L_{eq.}$ The Project site at this distance is approximately 200 feet across, grading and excavation equipment would move up to the northern boundary and pull away soil toward the south where it would be loaded onto trucks along the frontage of Lakeshore Drive. With the equipment moving up to the northern property line and back away toward the south, at the closest point, the center of this construction activity would be approximately 100 feet from the property line of the closest residence. However, as the grading progresses the equipment would quickly be located at lower elevations and would be shielded by the hillside. Once graded, the site would sit approximately 40 feet below the existing residence. All other phases of construction would be shielded from the residence or it would be located at greater distances. Therefore, 100 feet is considered a reasonable worst case for the majority of construction. At a distance of 100 feet, the estimated typical construction noise levels of 81 dBA L_{eq} at 50 feet would attenuate to 75 dBA L_{eq}.

Stationary Construction Activities

During the retaining wall construction, equipment would be located approximately 50 feet from the northern property line and 25 feet from the eastern property line. The closest receiver is 35 feet to the northeast of the Project boundary across the Manning Street and Ryan Avenue intersection. The next closest receiver is a residence located to the north of the Project site along Ryan Avenue approximately 50 feet from the Project boundary across Ryan Avenue.

As previously described in the Methodology – Construction Noise section, at a distance of 50 feet, noise from the installation of soil nails is anticipated to reach 79 dBA L_{eq}. Assuming the wall construction represents a stationary source and would not move away from this location, i.e., 65 feet from the residence, for 10 days, the noise levels at this location would be approximately 77 dBA L_{eq}, which would exceed the

City's 60 dBA L_{eq} limit for stationary construction activities.

Barrier Installation

To reduce soil-nail wall construction noise levels to comply with the City limit for stationary construction sources, a barrier with a top of wall elevation of 18 feet above the on-site grade would be needed along portions of the eastern and north property line for stationary construction occurring within 400 feet of the eastern property line. The barrier along the eastern property line would need to extend southerly from the north property line for 65 feet along the eastern property line. The eastern barrier is estimated to be 18 feet high at the southern end and 15 feet high at the northern end. Finally, the barrier along the northern property line would need to extend from the eastern property line westerly for 80 feet. Due to the slope of the hillside, the northern barrier may vary in height from 14 feet in height at the eastern end, where the terrain is similar to the existing ground elevation of 1,290, to zero feet high, where the existing terrain is 1,305 above mean sea level. The shielding along Ryan Avenue is estimated to reduce construction noise levels at this receiver by 14 dBA. Barrier calculations are included in Appendix B of the *Noise Study*.

Due to the distance and the barrier effect of the hillside, the anticipated noise level at the receiver along Ryan Avenue of 79 dBA L_{eq} at 50 feet from the source, would attenuate to 60 dBA L_{eq}. Therefore, impacts from construction noise would be less than significant with implementation of **Mitigation Measure MM-NOI-2**.

Operation

Implementation of the proposed Project would introduce sources of operational noise to the site, such as general conversations, landscape maintenance, waste hauling, parking activities, loading activities, and HVAC equipment. Noise levels associated with general site activities, landscape maintenance, and waste hauling activities are not anticipated to result in an exceedance of the noise level limits or substantially increase noise levels in the Project area as these sources are regulated or exempted by the noise ordinance. Therefore, the operational noise sources of concern would be parking activities, loading activities, and HVAC units. Modeling assumptions for these sources were previously discussed above in the Methodology – Operational Noise Sources section.

- Noise levels at the closest properties from the HVAC units, along with receiver locations and daytime and nighttime noise level contours, are shown below on **Figure XIII-2**, ***Daytime and Nighttime Noise Levels at Off-site Land Uses (dBA L_{eq})***. As shown on **Figure XIII-2**, combined operational activities on the Project site would generate noise levels up to 48 dBA L_{eq} at nearby residential properties during the daytime (7 a.m. – 10 p.m.) and 46 dBA L_{eq} during nighttime hours (10 p.m. – 7 a.m.). Receivers 1 through 4 and Receiver 7 and are exposed primarily to HVAC noise, ranging from 37 to 40 dBA L_{eq}. Receivers 8 and 9 are primarily exposed to parking lot noise, which averages 35 dBA L_{eq}. Finally, the primary noise source for Receivers 5 and 6 is the loading activities associated with the restaurant in the early morning hours, which are on the order of 39 dBA L_{eq}.

FIGURE XIII-2
DAYTIME AND NIGHTTIME OPERATIONAL NOISE LEVELS
AT OFF-SITE LAND USES (DBA LEQ)





Receiver	Land Use Zoning	Daytime Noise Level	Daytime Limit	Nighttime Noise Level	Nighttime Limit	Exceed Thresholds?
R1	Neighborhood Commercial	48	65	46	60	No/No
R2	Single Family Residential	48	56	43	46	No/No
R3	Single Family Residential	48	56	46	46	No/No
R4	Single Family Residential	47	56	45	46	No/No
R5	Single Family Residential	46	56	43	46	No/No
R6	Single Family Residential	42	56	39	46	No/No
R7	Neighborhood Commercial	45	65	42	60	No/No
R8	Recreational	44	65	41	60	No/No
R9	Recreational	49	65	43	60	No/No

Source: Noise Study - (Appendix I)

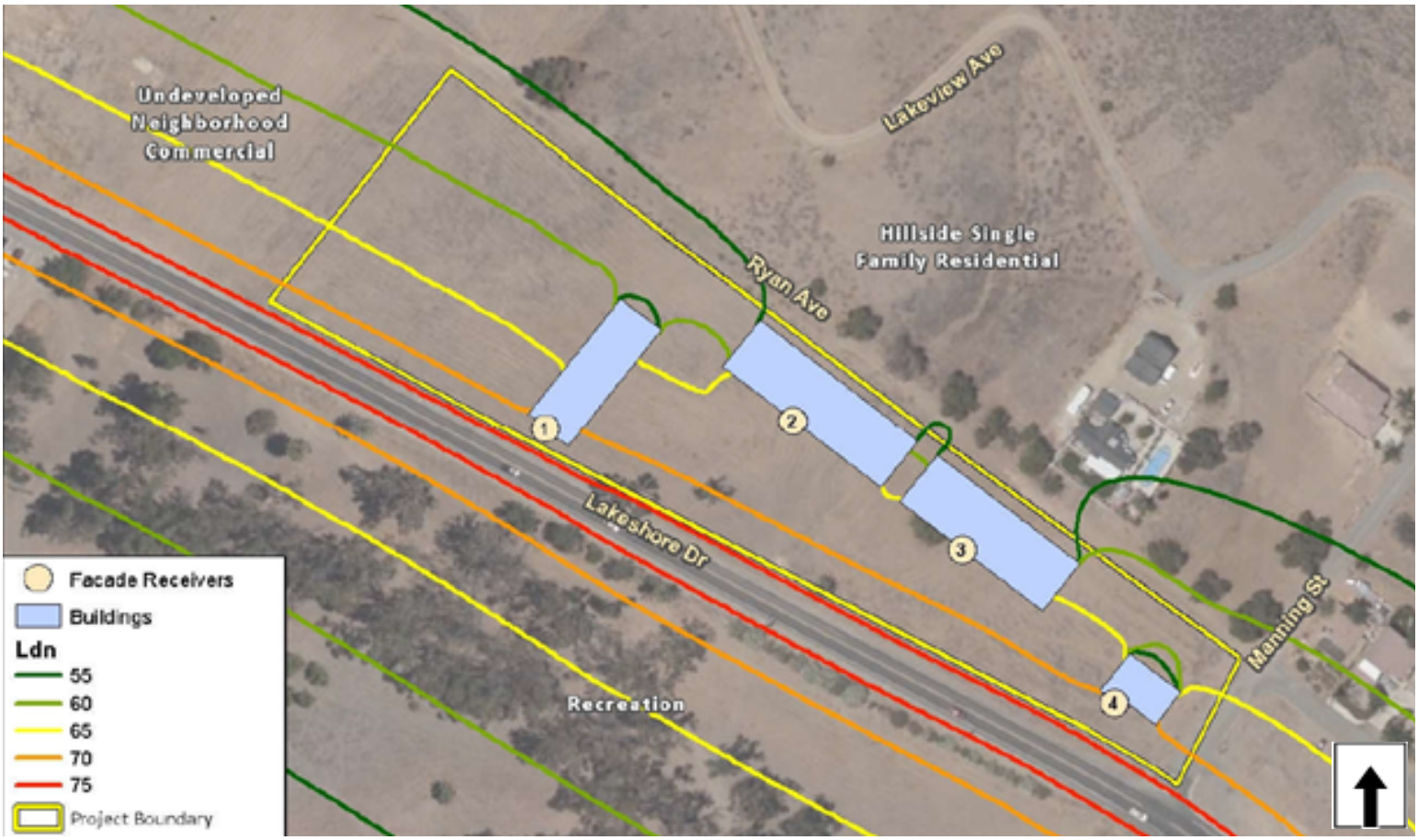
Regardless of the proposed Project's individual contribution of various sources. The combined operational noise from the parking lots, loading activities, and HVAC units would not exceed the City's daytime or nighttime exterior noise standards at the surrounding properties.

Based on the above, operational noise impacts associated with implementation of the proposed Project would be less than significant.

Off-site Traffic Noise

The Project would generate new vehicle trips that would increase noise levels on nearby roadways, which would occur primarily on West Lakeshore Drive. The increase in traffic volumes for existing and existing plus project scenarios are shown below in **Figure XIII-3**, ***Modeled Façade Receivers and Traffic Noise Level Contours***.

FIGURE XIII-3
MODELED FAÇADE RECEIVERS AND TRAFFIC NOISE LEVEL CONTOURS



Source: Noise Study - (Appendix I)

Due to the relatively small increase in overall ADT volumes from Project-generated traffic, the noise level increase would be less than 0.5 CNEL. Therefore, Project traffic would not result in a substantial permanent increase in noise levels and impacts would be less than significant.

Implementation of the proposed Project would generate both temporary construction-related noise and long-term noise associated with operation of the Project. Construction noise associated with mobile sources would not exceed Lake Elsinore Municipal Code daytime noise standards at the nearby residential land uses and impacts from mobile construction equipment would be less than significant.

To avoid construction noise impacts at night, **Mitigation Measure MM-NOI-1**, is recommended to restrict construction activities to Monday through Saturday, between the hours of 7:00 a.m. to 7:00 p.m. Furthermore, in order to comply with the City's stationary construction noise limits associated with construction of the retaining wall, **Mitigation Measure MM-NOI-2**, would be required. Additionally, **Mitigation Measure MM-NOI-2** would reduce construction noise associated with retaining wall construction to comply with the City's stationary noise level limit of 60 dBA L_{eq} at the closest residences to the north and northeast of the Project site. This would mitigate construction noise impacts to a less than significant level. The operational noise from the onsite activities (most notably parking, loading and HVAC) would not exceed City's property line limits. Noise impacts from on-site sources would be less than significant.

Project-generated traffic would include an increase of up to 0.5 L_{dn} along local roadways. This is below the threshold of 3 dBA; therefore, the off-site traffic noise increase would be less than significant.

Based on the above analysis, with the incorporation of **Mitigation Measures MM-NOI-1** and **MM-NOI-2**, implementation of the Project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Impacts would be less than significant with mitigation incorporated.

Sources: *Lakeview Plaza Project Noise and Vibration Study* prepared by Rincon Consultants, Inc., 7-2020 (*Noise Study,* **Appendix J**); General Plan EIR, Section 3.5, *Noise*; and Lake Elsinore Municipal Code (LEMC), Section 17.176, Noise Control.

b) Would the Project generation of excessive groundborne vibration or groundborne noise levels?
Less than Significant Impact

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted in conjunction with development of the proposed Project. The greatest anticipated source of vibration during Project construction activities would be from a dozer, which would be used during grading activities and may be used within 25 feet of the closest off-site structure (the residence to the north of the Project site). During grading, a dozer would create approximately 0.089 in./sec. ppv at a distance of 25 feet. This vibration level is well below the threshold of 0.24 in./sec. ppv (96 VdB).

The proposed soil nail installation would also have the potential to generate excessive ground-borne vibration at the closest residence. As previously set forth in **Table XIII-2**, ***Vibration Levels Measured during Construction Activities***, nail drilling generates vibration levels on the same order as a dozer, i.e., 0.89 in./sec. ppv. The closest building, Receiver 4 in the noise model, is located approximately 55 feet from the closest excavated face. At this distance it is anticipated the drill at the end of the 25 foot hole would generate a vibration level of approximately 0.73 in./sec. ppv. All other construction activities are anticipated to be at greater distances, therefore, temporary impacts associated with construction would be less than significant.

The proposed Project does not include any substantial vibration sources associated with the operation phase. Therefore, operational vibration impacts would be less than significant.

Based on the above, implementation of the Project would not generate excessive groundborne vibration or groundborne noise levels. Both short-term impacts during construction and long-term impacts during Project occupancy would be less than significant.

Sources: *Lakeview Plaza Project Noise and Vibration Study* prepared by Rincon Consultants, Inc., July 2020 (*Noise Study,* **Appendix J**).

c) For a project located within the vicinity of a private airstrip or 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

The Perris Airport is the closest public airport, located approximately 9.5 miles to the northeast of the Project site. The Skylark Airport is a private airport located approximately 4.5 miles to the southeast of the Project site. According to the noise compatibility contours figure for the Perris Airport in the Riverside County Airport Land Use Compatibility Plan Policy Document (Riverside County Airport Land Use Commission 2004), the Project site is located outside the airport's 60 CNEL noise contour. The Skylark airport does is not included in the County Airport Land Use Compatibility Plan Policy Document; however, the airport is primarily used for recreational skydiving and has limited flights as it is not open to the public. Both airports are located over 2 miles from the Project site.

Based on the above, no substantial noise exposure from airport noise would occur to construction workers, users, or employees of the Project. There would be no impact.

Sources: *Lakeview Plaza Project Noise and Vibration Study* prepared by Rincon Consultants, Inc., 7-2020 (*Noise Study,* **Appendix J**).

Mitigation Measures:

MM-NOI-1 Project construction will only be allowed during the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday and would not occur on Sundays and federal holidays.

MM-NOI-2 Prior to initiating construction of the retaining wall along the northern edge of the Project site, the Project applicant will erect barriers along the northern and eastern property lines with a top of wall elevation of 18-feet above the on-site grade. The barrier along the eastern property line will extend southerly from the north property line for 65 feet along the eastern property line. The eastern barrier is estimated to be 18 feet high at the southern end and 15 feet high at the northern end. The barrier along the northern property line will extend from the eastern property line westerly for 80 feet. Due to the slope of the hillside, the northern barrier can vary in height from 14 feet in height at the eastern end, where the terrain is similar to the existing ground elevation of 1,290, to zero feet high, where the existing terrain is 1,305 above mean sea level. The noise barrier will be constructed of material with a minimum weight of two pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, and hay bales.

XIV. POPULATION AND HOUSING

a) Would the Project induce substantial unplanned 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 State Department of Finance, the City of Lake Elsinore's population was 62,949 as of January 1, 2019.

The City's population is projected to increase to 111,400 persons in 2040, according to the Southern California Association of Governments (SCAG), 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Adopted Growth Forecast.

According to the 2016-2040 SCAG RTP/SCS, Lake Elsinore had an employment base of 11,200 in 2012 and it is projected to increase to 31,700 by the year 2040.

The modest increase in population as a result of the proposed Project is accounted for in the growth assumptions estimated by SCAG which are based in part on the City's General Plan land uses. It is noted, the proposed Project is consistent with the existing General Plan land use designation (Neighborhood Commercial) and Zoning classification (C-1 – Neighborhood Commercial).

No new expanded infrastructure is proposed in conjunction with the proposed Project that could accommodate additional growth in the area that is not already possible with existing infrastructure. Any potential impacts would be less than significant.

Sources: State of California, Department of Finance, *E-1 Population Estimates for Cities, Counties, and the State — January 1, 2018 and 2019*; and Southern California Association of Governments, 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS), Demographics & Growth Forecasts Appendix.

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

The Project site is currently vacant, undeveloped land. There are no housing units or residents on the Project site.

Therefore, implementation of the proposed Project will not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. There would be no impact.

Sources: Project Site Visit – May 4, 2020 by Matthew Fagan; and Google Earth.

Mitigation Measures: No mitigation measures are required.

XV. 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 of Lake Elsinore contracts with the Riverside County Fire Department (RCFD) for fire prevention, suppression, and paramedic services. RCFD, in turn, operates under contract with the California Department of Forestry and Fire Protection (Cal Fire) for assistance with wildfire protection and suppression. There are currently four (4) RCFD fire stations serving the City within the City limits (Station #10, #85, #94 & #97), plus two (2) within the City SOI (Station #11 & #51), and a proposed future fire station site at the northwest end of the City proximate to Lake Street.

The closest fire station serving the Project site is Fire Station #10 located at 410 West Graham Avenue approximately 1¾ miles southeast of the Project site. CALFIRE and Lake Elsinore jointly operate three fire engines and a squad from this facility through their cooperative-integrated system. Equipment located at Station #10 includes paramedic Engine 10, Engine 3173, and Engine 3175, one of the CALFIRE wildland engines, and Squad 10 which is largely operated by the Volunteer Firefighters. The CALFIRE engines and a bulldozer operate during fire season.

The RCFD currently serves the Project site so construction of the proposed Project as a commercial retail center would represent an incremental increase in RCFD fire services within the City. In recognition of the increased demands new development places on the City's existing capital improvements and operational services, Chapter 16.74 of the Lake Elsinore Municipal Code (LEMC) establishes a program for the adoption and administration of development impact fees (DIF) by the City. The purpose of the DIF program is to defray the cost of public expenditures for capital improvements (and operational services to the extent allowed by law) of which new development including the proposed Project is a beneficiary. Specifically, LEMC, Section 16.74.049, "Fire facilities fee" has been established to mitigate the additional burdens created by new development for City fire facilities [Ord. 1181 § 2, 2006]. This is a standard requirement and not considered unique mitigation under CEQA.

Any incremental increase in fire protection services would be offset through the payment of the appropriate DIFs. In addition, the proposed Project will be required to comply with all applicable City fire codes for construction and access to the site and will be reviewed by the City's Fire Department to determine the specific fire requirements applicable to ensure compliance.

Based on the above, the proposed Project would not result in substantial adverse physical impacts related to fire protection. Any impacts would be less than significant.

Sources: General Plan EIR (GP-EIR), Section 3.14, *Public Services*, and Figure 3.14-1, *Police and Fire Stations*; City of Lake Elsinore, On-Line Services, Public Safety, *Fire*; LEMC, Chapter 16.74, *Development Impact Fees*, and Section 16.74.049, *Fire facilities fee*; and Google Earth.

b) Police protection? Less than Significant Impact

Police protection services within the City of Lake Elsinore are provided by the Lake Elsinore Police Department (LEPD) under contract by the Riverside County Sheriff's Department (RCSD). The Lake Elsinore Police Department/Sheriff's Station is located at 333 West Limited Street approximately 1.85 miles

southeast of the Project site.

In recognition of the increased demands new development places on the City's existing capital improvements and operational services, Chapter 16.74 of the LEMC establishes a program for the adoption and administration of DIFs by the City. The purpose of the DIF program is to defray the cost of public expenditures for capital improvements (and operational services to the extent allowed by law) which benefits new development including the proposed Project. The proposed Project would participate in the DIF program to mitigate impacts to police protection resources. Any potential impacts would be incremental and offset through payment of the DIF. This is a standard requirement and not considered unique mitigation under CEQA.

Based on the above, the proposed Project would not result in substantial adverse physical impacts related to police protection. Any impacts would be less than significant.

Sources: General Plan EIR (GP-EIR), Section 3.14, *Public Services*, and Figure 3.14-1, *Police and Fire Stations*; City of Lake Elsinore, On-Line Services, Public Safety, *Police*; LEMC, Chapter 16.74, *Development Impact Fees*; and Google Earth.

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.

The proposed Project does not propose new housing which could generate new students who would require LEUSD facilities and services. Therefore, any potential impacts would be considered incremental and would be offset through the payment of the appropriate development impact fees for schools. This is a standard requirement and not considered unique mitigation under CEQA.

Based on the above, the proposed Project will not result in substantial adverse physical impacts related to schools. Any impacts would be less than significant.

Sources: LEUSD website.

d) Parks? Less than Significant Impact

The proposed Project does not propose residential uses so it would not generate additional residents who would need park facilities or services. Therefore, a direct increase in park usage is not expected as a result of Project implementation. New commercial development may cause incremental indirect impacts to park facilities from the occasional use of a park by employees 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 pertains to the City's Park Capital Improvement Fund and describes how 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 a commercial project, 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 Project does not propose new housing so any potential impacts would be considered incremental and would be offset through the payment of the appropriate park fees. This is a standard requirement and not considered unique mitigation under CEQA.

Based on the above, the proposed Project would not result in substantial adverse physical impacts related to parks. Any impacts would be less than significant.

Sources: General Plan EIR (GP-EIR), Section 3.14, *Public Services*; and LEMC Chapter 16.34, *Required Improvements.*

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

Libraries

The City of Lake Elsinore is part of the Riverside County Library System. The closest City of Lake Elsinore library to the Project site is the Lake Elsinore Branch Library at 600 West Graham Avenue, approximately 1¼ miles 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.

The proposed Project does not include any housing that could generate additional residents who would use library services. Therefore, any impacts to library services would be incremental and would be offset through the payment of the appropriate library mitigation fee. This is a standard requirement and not considered unique mitigation under CEQA.

Therefore, impacts related to libraries would be less than significant.

Other Public Services

Chapter 16.74 of the LEMC establishes a program for the adoption and administration of DIFs 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. Payment of the above fees is a standard requirement and not considered unique mitigation under CEQA.

Based on the above, any impacts related to other public services and facilities would be less than significant.

Sources: General Plan EIR (GP-EIR), Section 3.14, *Public Services*; LEMC, Chapter 16.34, *Required Improvements*, and Chapter 16.74, *Development Impact Fees*; and Google Earth.

Mitigation Measures: No mitigation measures are required.

XVI. 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 proposed Project does not include residential development that would add residents who would substantially increase 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 Project site. Therefore, it is unlikely that the proposed Project would substantially increase the use of existing parks.

As previously described in Threshold XV.d, 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 (LEMC, Sec. 16.34.060). Since the proposed Project does not include a housing component, any impacts would be incremental and would be offset through the payment of the appropriate park fees. This is a standard requirement and not considered unique mitigation under CEQA.

Based on the above, implementation of the proposed Project would 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. Any impacts would be less than significant.

Sources: General Plan EIR (GP-EIR), Section 3.14, *Public Services*; City of Lake Elsinore, *Parks and Recreation Master Plan 2008-2030*; LEMC, Chapter 16.34, *Required Improvements*; Project Plans (**Appendix L**); and Google Earth.

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

The Project proposes the development of a 43,120 square foot four-building commercial retail center (Lakeview Plaza) and does not include any recreational facilities.

As set forth in Threshold XV.d and Threshold XVI.a, 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. This is a standard requirement and not considered unique mitigation under CEQA.

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. Any impacts would be less than significant.

Sources: General Plan EIR (GP-EIR), Section 3.14, *Public Services*; City of Lake Elsinore, *Parks and Recreation Master Plan 2008-2030*; LEMC, Chapter 16.34, *Required Improvements*; and Project Plans (**Appendix L**).

Mitigation Measures: No mitigation measures are required.

XVII. TRANSPORTATION

Any Tables or Figures in this Section are from the *Traffic Impact Analysis*, unless stated otherwise.

a) Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? Less Than Significant Impact

Overview

A *Traffic Impact Analysis* (*TIA*) was prepared in conjunction with the proposed Lakeview Plaza Project (Project) development. The *TIA* analyzes the projected traffic operations associated with the Project. One purpose of the *TIA* is to evaluate potential circulation system deficiencies that may result from development of the proposed Project, and to recommend improvements to achieve acceptable operations, if applicable. The analysis has been prepared pursuant to applicable City of Lake Elsinore, County of Riverside, and Caltrans traffic impact analysis guidelines.

Another purpose of the *TIA* is to evaluate the Project relative to established circulation plans and programs, the primary one being the City of Lake Elsinore General Plan Transportation Section. The Project is located on the edge of the Country Club Heights District of the General Plan and has its own policies regarding transportation. As required by the General Plan, the objectives of the *TIA* include determining if the Level of Service (LOS) required by the County of Riverside, California Department of Transportation (Caltrans, for I-15), and the City will be maintained within the Project study area, and if not, determine what improvements are necessary in order to maintain the required LOS.

The *TIA* focuses on LOS changes at local intersections and on local roadways as a result of Project-generated traffic, however, the CEQA thresholds of significance for transportation and traffic impacts have shifted in recent years. In the past, the CEQA analysis focused on LOS which measures congestion at local intersections and roadway segments. The emphasis of these past studies was to assure the street grid network functioned well and allowed for efficient movement of vehicles. The current focus is to encourage active transportation (e.g., pedestrians, bicyclists, etc.) and transit, and to limit increases in Vehicle Miles Travelled (VMT). A key part of this analysis is to determine if a proposed action is consistent with both the vehicular and non-vehicular aspects of the General Plan.

The Project site is 4.0 acres located at the northwest corner of the intersection of Lakeshore Drive and Manning Street. The Project proposes commercial development with 36,120 square feet of retail space and 7,000 square feet of restaurant space. Access on Lakeshore Drive is planned via one signalized full-access driveway and one right-in right-out driveway. Access on Manning Street is planned via one full access driveway. The proposed Project is anticipated to be built and generating trips in 2021.

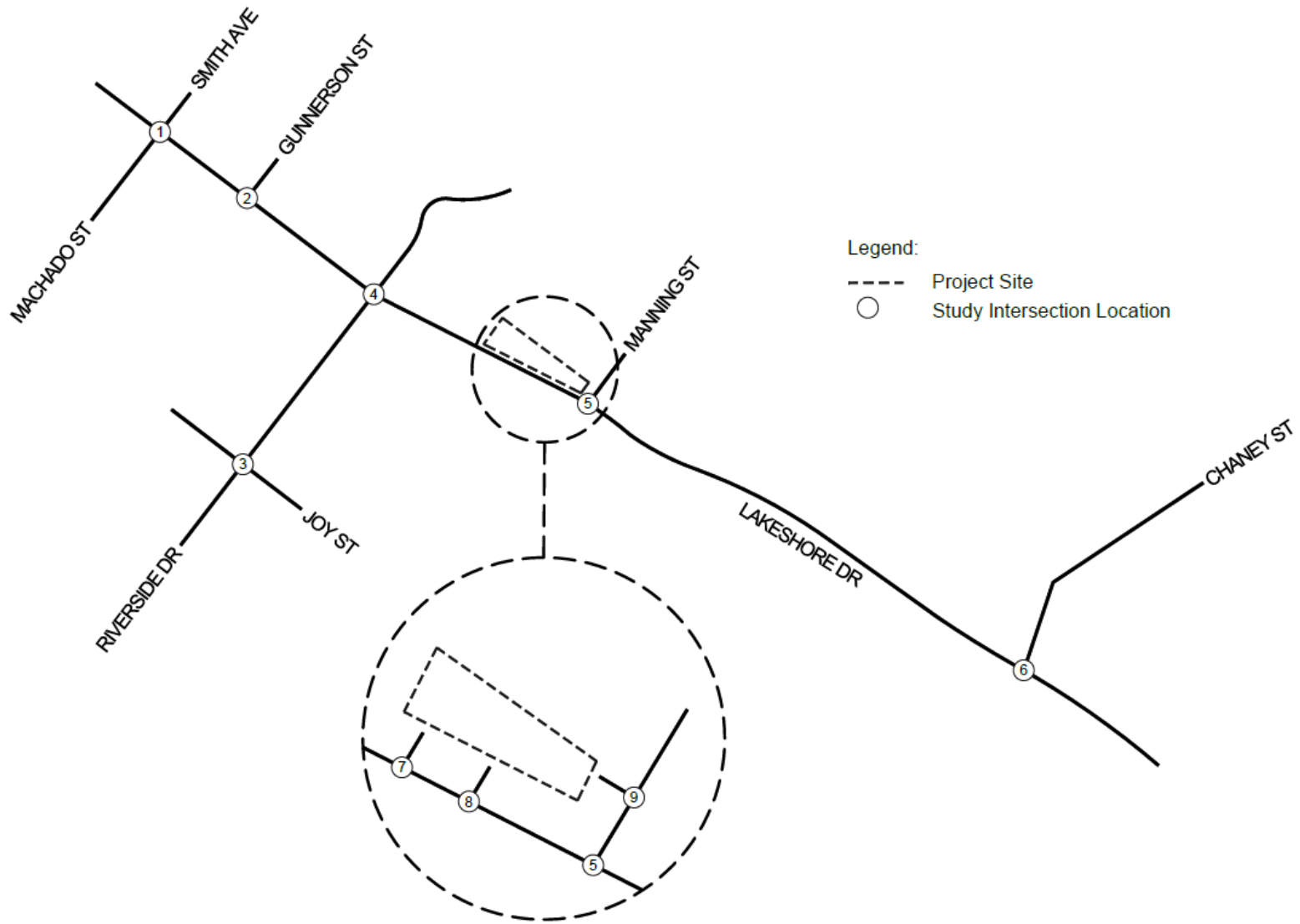
The proposed Project is projected to generate 240 AM peak hour trips, 324 PM peak hour trips and 3,793 daily trips. Pass-By reductions of 10% (AM), 25% (PM), and 10% (Daily) were used for the retail space and pass-by reductions of 20% (AM), 25% (PM), and 20% (Daily) were used for the restaurant space. The proposed Project is projected to generate 208 AM peak hour trips, 242 PM peak hour trips and 3,335 daily trips after pass-by reductions are applied. In addition to the three (3) proposed Project driveways, six (6) intersections in the vicinity of the Project site (Study Area Intersections) have been included in the intersection level of service (LOS) analysis as shown in **Table XVII-1**, ***Study Area Intersections***.

Each of the study area intersections are located within the City of Lake Elsinore, as shown on **Figure XVII-1**, ***TIA Study Area Map***.

Table XVII-1
TIA Study Area Intersections

1.	Machado Street / Lakeshore Drive	6.	Chaney Street / Lakeshore Drive
2.	Gunnerson Street / Lakeshore Drive	7.	Project – Proposed Right-In Right-Out Driveway
3.	Riverside Drive[1] / Joy Street	8.	Project – Proposed Full-Access Driveway (signalized)
4.	Riverside Drive[1] / Lakeshore Drive	9.	Project – Proposed Full-Access Driveway
5.	Manning Street / Lakeshore Drive		

FIGURE XVII-1
TIA STUDY AREA MAP



Source: Traffic Impact Analysis - (Appendix K1)

The *TIA* intersections were analyzed for the following four (4) study scenarios based on traffic generated by the proposed Project: (1) Existing Conditions; (2) Existing Plus Project Conditions (EP); (3) Existing Plus Ambient Plus Project (EAP) Conditions; and (4) Existing Plus Ambient Plus Project Plus Cumulative (EAPC) Conditions. However, the City of Lake Elsinore considers the Existing Plus Ambient Plus Project (EAP) scenario to be the most relevant to potential impacts under CEQA and the standards of the General Plan. The other scenarios are important for planning purposes and the timing of funding improvements (e.g., EAPC for fair share for cumulative impacts) but are no longer considered environmental impacts under CEQA.

The *TIA* provides detailed information on traffic conditions with and without the Project under these other scenarios. Relative to the following tables, Level of Service (LOS) is commonly used to describe the quality of flow on roadways and at intersections using a range of LOS from LOS A (free flow with little congestion) to LOS F (severely congested conditions). The definitions for LOS for interruption of traffic flow differ depending on the type of traffic control (traffic signal, unsignalized intersection with side street stops, unsignalized intersection with all-way stops). The Highway Capacity Manual (HCM) methodology expresses the LOS of an intersection in terms of delay time for the intersection approaches. The City of Lake Elsinore traffic study guidelines require signalized intersection operations to be analyzed utilizing the HCM methodology. The City has established level of service "D" or better as acceptable LOS for all intersections along the designated street and highway system in the General Plan.

Existing Conditions

The existing conditions AM and PM peak hour intersection analysis is shown in **Table XVII-2**, ***Intersection Analysis – Existing Conditions***. The study intersections are currently operating at an acceptable LOS (LOS D or better) during the AM and PM peak hours for existing conditions except for Riverside Drive / Joy Street (LOS F AM/PM Peak Hour).

Table XVII-2
Intersection Analysis – Existing Conditions

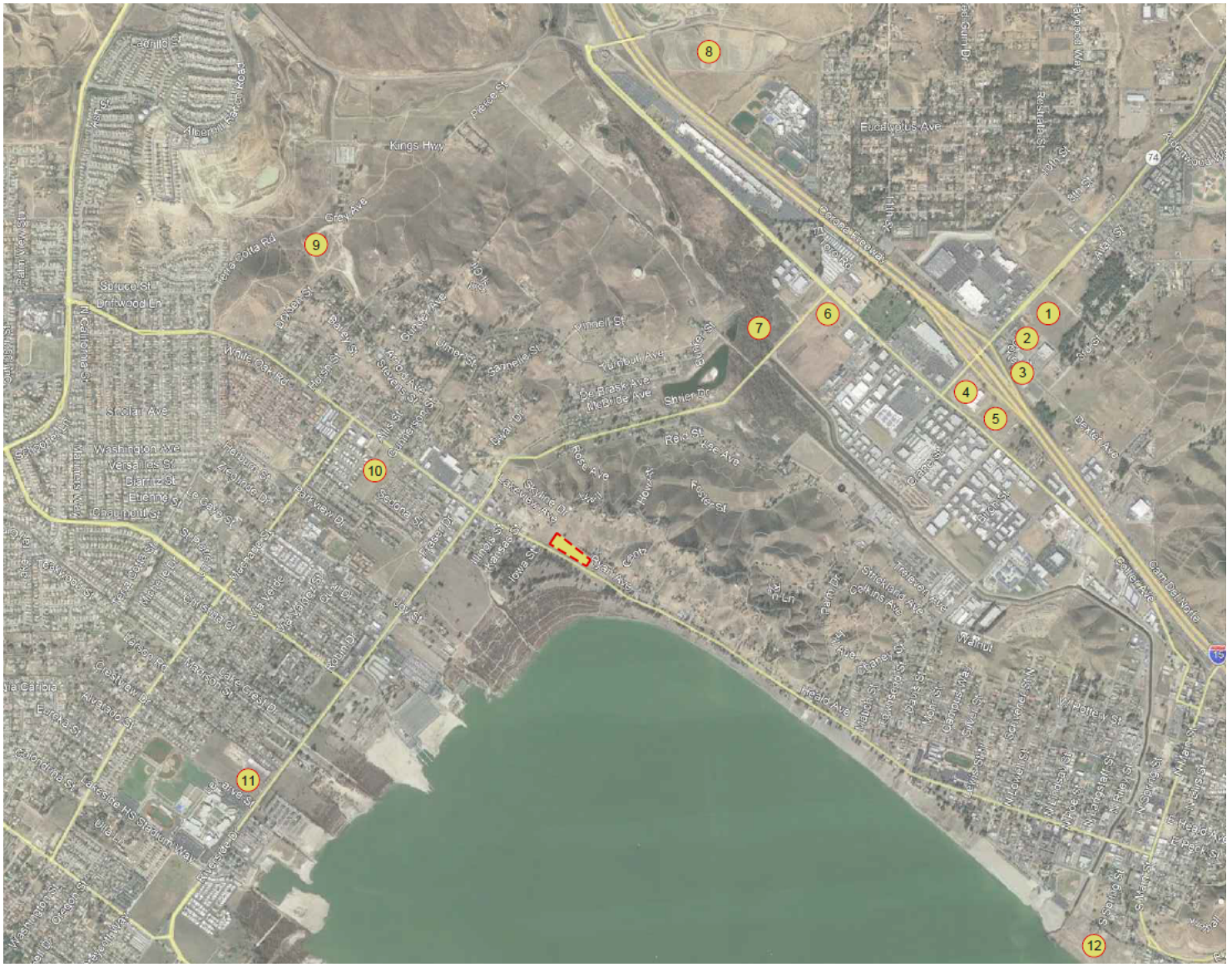
#	Intersection	Control Type	Peak Hour	Existing Conditions	
				Delay[(1)]	LOS
1.	Machado Street / Lakeshore Drive	Signal	AM	26.6	C
			PM	32.5	C
2.	Gunnerson Street / Lakeshore Drive	OWSC	AM	20.9	C
			PM	22.3	C
3.	Riverside Drive / Joy Street	TWSC	AM	235.4	**F**
			PM	533.9	**F**
4.	Riverside Drive / Lakeshore Drive	Signal	AM	30.3	C
			PM	36.0	D
5.	Manning Street / Lakeshore Drive	OWSC	AM	11.7	B
			PM	14.7	B
6.	Chaney Street / Lakeshore Drive	Signal	AM	5.3	A
			PM	5.9	A

Notes: **XX** = Exceeds established standards
1. Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized intersections.
TWSC = Two-Way Stop Control, OWSC = One-Way Stop-Control; Delay shown in seconds per vehicle.

Cumulative Traffic

CEQA guidelines require that other reasonably foreseeable development projects which are either approved or are currently being processed in the study area also be included as part of a cumulative analysis scenario. A list of cumulative projects was developed for the *TIA* through consultation with City of Lake Elsinore staff, and obtainment of current development status reports. A portion of cumulative traffic volumes were obtained from recent nearby traffic impact reports. **Figure XVII-2**, ***Cumulative Projects***, includes a list and location of the identified projects.

FIGURE XVII-2
CUMULATIVE PROJECTS



No.	Project	Land Use	Qty	Units[1]
1.	Walmart	Shopping Center	154.49	TSF
2.	La Quinta Inn	Hotel	64.00	RM
3.	Chick-fil-A	Fast Food	4.80	TSF
4.	Central Plaza	Shopping Center	65.80	TSF
5.	Honda Dealership	Automobile Sales	27.84	TSF
6.	Kassab Travel Center	Gas Station w/ Convenience Store/Fast Food	18.00	VFP
7.	Tige Boat Sales	Boat Sales	13.48	TSF
8.	Nichols Ranch	Mixed Use	Varies	Varies
9.	Terracina	Single-Family Detached Residential	468.00	DU
10.	Lakeview Manner	Low-Rise Apts	104.00	DU
11.	Lakeshore Pointe	Low-Rise Apts	152.00	DU
12.	Lakeshore Town Center	Hotel	132.00	RM
		Multi-Family Residential	118.00	DU
		Shopping Center	35.60	TSF

Notes:
1. DU = Dwelling Units; TSF = Thousand Square feet; RM = Rooms; VFP = Vehicle Fueling Facilities.
2. See Appendix B of the *TIA* for Cumulative Traffic Volumes.

Source: Traffic Impact Analysis - (Appendix K1)

Existing Plus Ambient Plus Project Conditions (EAP)

The existing plus ambient plus project (EAP) conditions analysis is intended to identify the Project-related impacts on both of the planned near-term circulation system by comparing EAP conditions to existing conditions. EAP analysis is intended to identify "opening year" impacts associated with the development of the proposed Project based on the expected background growth within the study area.

The EAP conditions AM and PM peak hour intersection analysis is shown in **Table XVII-3**, ***Intersection Analysis – EAP Conditions***. The study intersections are projected to continue to operate at an acceptable LOS (LOS D or better) during the AM and PM peak hours for EAP conditions with the exception of Riverside Drive / Joy Street (LOS F AM/PM Peak Hour) which was also identified as exceeding standards under Existing Conditions as well. The *TIA* recommended the Project signalize this intersection to meet City standards outlined in the City General Plan. With this recommended improvement, the intersection will operate at LOS B in the AM and PM peak hours (see "Recommended Conditions of Approval").

Table XVII-3
Intersection Analysis – EAP Conditions

#	Intersection	Control Type	Peak Hour	Existing Conditions		EAP Conditions			
				Delay(1)	LOS	Delay(1)	LOS	Change	Impact?
1.	Machado Street / Lakeshore Drive	Signal	AM	26.6	C	28.5	C	1.9	No
			PM	32.5	C	37.1	D	4.6	No
2.	Gunnerson Street / Lakeshore Drive	OWSC	AM	20.9	C	27.6	D	6.7	No
			PM	22.3	C	29.1	D	6.8	No
3.	Riverside Drive / Joy Street	TWSC	AM	**235.4**	**F**	**470.2**	**F**	234.8	**Yes**
			PM	**533.9**	**F**	**1059.6**	**F**	525.7	**Yes**
4.	Riverside Drive / Lakeshore Drive	Signal	AM	30.3	C	34.0	C	3.7	No
			PM	36.0	D	40.9	D	4.9	No
5.	Manning Street / Lakeshore Drive	OWSC	AM	11.7	B	15.2	B	3.5	No
			PM	14.7	B	19.7	C	5.0	No
6.	Chaney Street / Lakeshore Drive	Signal	AM	5.3	A	5.6	A	0.3	No
			PM	5.9	A	6.3	A	0.4	No
7.	Project Dwy 1 / Lakeshore Drive	OWSC	AM	--	--	10.8	B	10.8	No
			PM			14.0	B	14.0	No
8.	Project Dwy 2 / Lakeshore Drive	Signal	AM	--	--	17.6	B	17.6	No
			PM			25.0	C	25.0	No
9.	Project Dwy 3 / Manning Street	OWSC	AM	--	--	8.4	A	8.4	No
			PM			8.5	A	8.5	No

Notes: **XX** = Exceeds established standards
1. Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual movement is shown.
TWSC = Two-Way Stop Control, OWSC = One-Way Stop-Control; Delay shown in seconds per vehicle.

Local and Regional Funding Mechanisms

Transportation improvements throughout the County of Riverside are funded through a combination of direct project mitigation, fair share contributions, or development impact fee programs such as the City's adoption of the Transportation Uniform Mitigation Fee (TUMF) program and the City of Lake Elsinore Traffic Impact Fee (TIF) program. It is anticipated that the proposed Project will be subject to the TUMF and the City's TIF. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors. The Project's contribution to the aforementioned transportation impact fee programs or as a fair share contribution towards a cumulatively impacted facility not found to be covered by a pre-existing fee program should be considered sufficient to address the Project's fair share to alleviate the cumulative impact. Discussion of the relevant pre-existing transportation

impact fee programs is provided below. The City Engineer will ultimately determine the improvements required at off-site intersections.

Transportation Uniform Mitigation Fee (TUMF) Program

The TUMF program is administered by the Western Riverside Council of Governments (WRCOG) based upon a regional Nexus Study completed in early 2002 and updated in 2005, 2009, 2015 and 2017 to address major changes in right of way acquisition and improvement cost factors. The TUMF program identifies network backbone and local roadways that are needed to accommodate growth through 2035. The regional program was put into place to ensure that developments pay their fair share, and that funding is in place for the construction of facilities needed to maintain an acceptable level of service for the transportation system. The TUMF is a regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County. TUMF fees are imposed on new residential, industrial and commercial development through application of the TUMF fee ordinance and fees are collected at the building or occupancy permit phase. The current fee for retail use is $7.50 per square foot. The Project will participate in the cost of off-site improvements through payment of TUMF fees based on the current fees at the time of construction of the proposed Project.

City of Lake Elsinore Traffic Impact Fee (TIF) Program

The proposed Project is located within the City of Lake Elsinore and will therefore be subject to the City's Traffic Impact Fees (TIF) and a fair share contribution to Project impacts. The City's TIF program includes facilities that are not part of the regional TUMF program. The proposed Project (Lakeview Plaza) will participate in the cost of off-site improvements through payment of City TIF fees based on the current fees at the time of construction of the proposed Project.

Fair Share Calculations

The proposed Project will participate in the cost of off-site improvements through payment of City TIF fees based on the current fees at the time of construction of the proposed Project. The proposed Project's contribution to the aforementioned transportation impact fee programs or as a fair share contribution towards a cumulatively impacted facility not found to be covered by a pre-existing fee program should be considered sufficient to address the Project's fair share towards mitigation measure(s) designed to alleviate cumulative Project impacts. The proposed Project's fair share percentage at impacted intersections is set forth in **Table XVII-4**, ***Fair Share Calculations***.

Table XVII-4
Fair Share Calculations

#	Intersection	Existing AM & PM Peak Hour Volume (A)	EAPC AM & PM Peak Hour Volume (B)	Project AM & PM Peak Hour Volume	Fair Share (C) / (B – A)
2.	Gunnerson St / Lakeshore Dr	2699	3430	113	15.46%
3.	Riverside Dr / Joy St	4293	5118	113	13.70%
4.	Riverside Dr / Lakeshore Dr	5881	7511	292	17.91%

Implementation of the proposed Project would entail payment of applicable regional (TUMF) and local (TIF) transportation impact fees to offset the impacts the proposed Project would have on the transportation system, as described herein. Payment of TUMF and TIF fees are not considered unique mitigation under CEQA. Furthermore, the proposed Project has been designed to accommodate the requirements associated with the Class II bikeway classification along its Lakeshore Drive frontage (sidewalks, curb ramps, and

bike lane) and the proposed Project will not interfere with pedestrian or public transit access which is available within one-quarter mile northwest of the Project site at the intersection of Lakeshore Drive and Riverside Drive.

Terminology for Recommended Improvements and Fees

It should be noted the *TIA* recommends a number of improvements and fair share contributions to improvements that were all labeled as "mitigation measures." However, these are no longer considered mitigation under CEQA because SB 743 changed the significance criteria of traffic impacts from LOS to VMT. Therefore, the measures recommended in the *TIA* will instead be made Conditions of Approval for the Project to address the planning (rather than the CEQA) impacts of the Project.

Temporary Truck Trips for Grading

The analysis and conclusions outlined so far in this section have been for operations of the Project. However, the Project will also have short-term, temporary traffic impacts that are not related to any adopted plan or program but should be disclosed in this document for transparency. In terms of construction traffic associated with soil movement, the *Project Plans* (grading plan) indicates that there will be 85,019 cubic yards (CY) of cut, 109 CY of fill, and 84,910 CY of net soil export although 90,000 CY is assumed as a conservative "worst case" estimate. This soil movement would have the following temporary traffic impacts on local roadways and intersection:

- 90,000 CY / 16 CY per double truck load x 2 trips per truck (round trip) = 11,250 total truck trips;
- 11,250 trips / 66-day hauling phase (3 months) = 170 truck trips per day;
- 170 truck trips per day / 8-hour workday = 21 truck trips per hour; and
- 21 truck trips per hour X 3.0 passenger car equivalent (PCE) factor = 63 PCE trips per hour.

This additional temporary traffic is not expected to have any significant long-term impacts on the Project study area and no mitigation is required.

To assure that long-term Project impacts on local roads and intersections do not exceed City LOS standards and fair share requirements identified in the General Plan, the Project is also required to pay the County's Transportation Uniform Mitigation Fee (TUMF) and the City's Development Impact Fees (DIF) related to traffic impacts. Compliance with standard conditions is considered regulatory compliance and not separate mitigation under CEQA.

Consistency with Circulation Plans

Table XVII-5, *General Plan Consistency Analysis*, analyzes the Project relative to the City's General Plan transportation goals and policies. As shown in **Table XVII-5**, the Project is consistent with applicable transportation goals and policies of the City General Plan including those for providing non-vehicular circulation opportunities such as bicycle lanes/routes, trails, and public transit. It also demonstrates the Project will be consistent with the General Plan and LOS standards of the City, County, and Caltrans relative to I-15. Emphasizing non-vehicular transportation are key elements of Senate Bill (SB) 375 and the Southern California Association of Government's Regional Transportation Plan/Sustainable Community Strategy. Non-vehicular transportation includes pedestrians (sidewalks, trails), bicycles (on-road lanes or off-road paths), bus transit, and train transit as discussed following **Table XVII-5**.

The proposed Project is non-residential in nature so it will not directly generate new residents who will want to take regular advantage of non-vehicular transportation. However, employees of the proposed Project will be able to take advantage of these non-vehicular transportation options (i.e., sidewalks, bicycle

lanes, or transit) in the future if they so choose, although using them as a replacement for commuting will only be possible if an employee lived within a convenient distance to the Project site.

Table XVII-5
General Plan Consistency Analysis

General Plan Transportation and Circulation Goals, Policies and Implementation Programs	Project Consistency
Chapter 2.0 – Community Form (Section 2.4 - Circulation)	
Goal 6: Optimize the efficiency and safety of the transportation system within the City of Lake Elsinore.	**Consistent.** The Project will take advantage of existing streets for access on a site that is planned for commercial uses.
Policy 6.1: The interconnection and coordination of traffic signals shall be achieved through two processes, namely the requirements in the conditions of approval on development projects and/or through the implementation of Capital Improvement Program projects.	**Consistent.** The Project TIA recommends a number of signal improvements including fair share contributions to help fund the planned improvements.
Policy 6.2: Enforce and comply with proper intersection "sight distance" requirements as described by the Engineering Division.	**Consistent.** Manning Street at both Lakeshore Drive and Ryan Avenue intersect at right angles and the site driveways will all have adequate sight distances.
Policy 6.3: Maximize the use of shared driveways and on-site circulation to minimize conflicts at access points to the roadway network.	**Consistent.** There are no existing retail commercial uses adjacent to the Project that could share parking or driveways. The Project will have new 2 driveways on Lakeshore Drive and one on Manning Street.
Policy 6.4: Maintain the system of bike lanes and multi-use trails throughout the City. Encourage the implementation of the network of Class I, II, and III bike lanes on all development projects through construction of the facility as described in the Bike Lane Master Plan and/or the Trails Master Plan.	**Consistent.** The Project is consistent with the planned Class II bike lane and Lake Loop Trail plans along Lakeshore Drive.
Policy 6.5: The City will monitor traffic and congestion on Grand Avenue and Corydon Street through the review of project-specific traffic studies, and apply mitigation measures to ensure that projected traffic does not exceed daily capacities as new development occurs in the area.	**Not Applicable.** This intersection is southeast of the lake and not within the *TIA* study area for the Project.
Chapter 2.0 – Community Form (Section 3.4 – Transportation and Circulation)	
Policy 6.6: As appropriate, coordinate City improvements with the efforts of the County and adjacent cities that provide a circulation network which moves people and goods efficiently to and from the City. **Implementation Program:** Through the development review and CEQA processes the City shall ensure the efficiency and safety of roadways, implement the Bike Lane Master Plan and Trails Master Plan, and consider innovative on-site circulation to minimize conflicts with the roadway network.	**Consistent.** The Project will comply with all the requirements of the City's development review and CEQA processes regarding roads, intersections, and coordination with adjacent jurisdictions. The Project is consistent with the established or planned circulation network, including the Bike Lane Master Plan and Trails Master Plan.
Chapter 2.0 – Community Form (Section 2.7 – Parks and Recreation)	
Goal 9: Establish a primary trail network for equestrians and hikers.	**Consistent.** The Project is adjacent to the Lake Loop Trail along Lakeshore Drive which connects to other City and regional County trails.
Policy 9.1: Encourage public and private systems that interface with other existing and proposed trails (i.e., bikeways) assuring links with the City, County of Riverside, and state recreational facilities.	**Consistent.** The Project is consistent with the planned Class II bike lane and Lake Loop Trail plans along Lakeshore Drive.

General Plan Transportation and Circulation Goals, Policies and Implementation Programs	Project Consistency
Implementation Program: The City shall implement strategies for the Trails Master Plan when feasible.	
Country Club Heights District – Transportation Goals and Policies	
Goal 4: Provide a safe and comprehensive roadway network for vehicular, bicycle, and pedestrian traffic within the Country Club Heights District, with additional access points into/out of the area.	**Consistent.** The Project is on the edge of the Country Club Heights District and adjacent to the Lake Edge District. It is located along an arterial roadway (Lakeshore Drive) and Manning Street is also adjacent to the site which provides direct access between the two Districts. Sidewalks and bike lanes are provided on Lakeshore Drive.
Policy CCH 4.1: Consider road cross-sections that are unique to the Country Club Heights District as necessary and used for local roadways in areas south of Riverside Drive to Chaney Street and the areas enclosed between Gunnerson and Riverside Drive.	**Not Applicable.** The Project relative to District access is addressed in Goal 4 above. The area referenced in the policy does not affect the Project site.
Policy CCH 4.2: Consider a new special roadway cross section for Lakeshore Drive between Riverside Drive and Chaney Street and locate intersections at Manning Street, Lawrence Way, and Wilson Way.	**Consistent.** The Project will help improve the intersection of Lakeshore Drive/Manning Street.
Policy CCH 4.3: Consider a pedestrian sidewalk along Lakeshore Drive that integrates a multi-purpose trail along Lakeshore Drive.	**Consistent.** The Project will make various roadway and intersection improvements and will pay DIF fees to help fund future construction of the Lake Loop Trail along Lakeshore Drive adjacent to the site.
Policy CCH 4.4: Encourage a minimum sight-distance of 250 feet within the Country Club Heights District.	**Consistent.** Manning Street at both Lakeshore Drive and Ryan Avenue intersect at right angles and the site driveways will all have adequate sight distances.
Policy CCH 4.5: Consider the roadway network to include one-way streets where ROW or buildable widths are limited.	**Consistent.** The Project is located along an arterial roadway (Lakeshore Drive) and Manning Street is also adjacent to the site which provides direct access to Lakeshore Drive (both roads are two-way).
Policy CCH 4.6: Through the project and CEQA processes Integrate roadway and other public services infrastructure as development occurs to create efficient use of land.	**Consistent.** The Project will comply with all the requirements of the City's development review and CEQA processes regarding roads, intersections, and infrastructure coordination. The Project site is designated for the planned retail commercial uses.
Policy CCH 4.7: Consider the feasibility of assuming control of the entire segment of State Route 74, located within the Country Club Heights District. **Implementation Program:** The City shall utilize the development review and CEQA processes to study alternative designs for roadways in the Country Club Heights District that may provide safer streets, pedestrian walkways, and bikeways. Additionally, access points into and out of the District shall be reviewed and implemented where feasible.	**Not Applicable.** This roadway is northwest of the lake and not within the *TIA* study area for the Project. The Project is located along an arterial roadway (Lakeshore Drive) and Manning Street is also adjacent to the site which provides direct access to Lakeshore Drive.

Source: Lake Elsinore General Plan

Existing Bicycle and Pedestrian Facilities

Within the *TIA* study area, Class II on-street bicycle lanes exist on Riverside Drive and Lakeshore Drive.

Sidewalks and curb ramps at intersections are generally present where development has occurred within the study area but is absent where development has not yet occurred.

Existing Trails

The Lake Loop Trail is proposed along Lakeshore Drive adjacent to the Project site. This trail will eventually connect to the other local City trails and the County regional trail system.

Existing Public Transit Services

The City of Lake Elsinore is served by the Riverside Transit Agency (RTA) which provides local and regional bus service throughout Riverside County. There are existing transit services within a one-quarter mile walking distance of the Project site. The nearest transit service is RTA Route 8 with a stop at the Riverside Drive/Lakeshore Drive intersection. Route 8 runs in a loop between the City of Lake Elsinore and the City of Wildomar with headways of approximately 60 minutes on weekdays, and 70-75 minutes on the weekend.

Summary of Impacts

With the improvements recommended in the TIA as conditions of approval, and the availability of non-vehicular transportation options, this analysis demonstrates that the proposed Project will not conflict with any applicable program, plan, or ordinance on the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the Project will have less than significant impacts in this regard and no mitigation is required.

Recommended Conditions of Approval:

The following Conditions of Approval (COAs) are recommended based on the results of the *TIA* so the Project will comply with the LOS and traffic safety requirements of the City General Plan. These are recommended as COAs because the CEQA threshold for transportation impacts is now VMT instead of LOS.

Direct Project Impacts (EAP Conditions[1])

TR-COA-1 Prior to issuance of the first Certificate of Occupancy, the applicant shall signalize the existing intersection of Riverside Drive/Joy Street.

Cumulative Impacts (EAPC[2] Conditions)

TR-COA-2 Prior to issuance of the first certificate of occupancy, the applicant shall make a fair share contribution toward the following improvements at the cumulatively impacted study intersections to reduce peak hour delay and improve the intersections to LOS D or better (TIA EAPC Recommended Improvements 1 through 3) per the City's General Plan – Transportation requirements:

- Gunnerson Street / Lakeshore Drive (signalize existing intersection)
- Riverside Drive / Joy Street (signalize existing intersection)
- Riverside Drive/Lakeshore Drive

1 Existing Plus Ambient Plus Project (EAP) Conditions
2 Existing Plus Ambient Plus Project Plus Cumulative (EAPC) Conditions

- Improve westbound Lakeshore Drive to include 2 left turn lanes, 2 through lanes, and 1 shared through/right lane;
- Improve eastbound Lakeshore Drive to include 2 left turn lanes, 2 through lanes, and 1 right turn lane;
- Improve northbound Riverside Drive to include 2 left turn lanes, 1 through lane, and 1 share through/right lane.
- Improve southbound Riverside Drive to include 1 left turn lane, 2 through lanes, 1 shared through/right lane, and 1 right turn lane.
- Re-time existing signalized intersection to include a right turn overlap phase for eastbound Lakeshore Drive.

TR-COA-3 Prior to each certificate of occupancy, the applicant to make a fair share contribution for Project traffic impacts (Existing Plus Project Conditions) as follows:

- Intersection 2 – Gunnerson St / Lakeshore Dr.
- Intersection 3 – Riverside Dr / Joy St.
- Intersection 4 – Riverside Dr / Lakeshore Dr.

Sources: *Lakeview Plaza Project - Traffic Impact Analysis,* prepared by TJW Engineering, Inc., 1-7-2020 (*TIA*, **Appendix K1**); General Plan; and Project Plans (**Appendix L**).

b) Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? Less than Significant Impact

Senate Bill (SB) 743 was adopted in 2013 requiring the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within the California Environmental Quality Act (CEQA). For land use projects, OPR has identified Vehicle Miles Traveled (VMT) as the new metric for transportation analysis under CEQA. The regulatory changes to the CEQA guidelines that implement SB 743 were approved on December 28th, 2018 with an implementation date of July 1st, 2020 as the new metric. The City of Lake Elsinore adopted its revised Traffic Impact Analysis Guide on June 23, 2020. The document outlines guidelines for CEQA analysis including screening criteria and requirements for VMT assessment of land use projects based on the Western Riverside Council of Governments (WRCOG) Implementation Pathway Study issued in March 2019. To assist with this analysis, the Project's *Air Quality and Greenhouse Gas Emissions Study* estimated that the proposed Project operations would generate approximately 6,634,051 unmitigated and 6,239,325 mitigated annual VMT based on the California Emissions Estimator Model (CalEEMod) v2016.3.2.

A site-specific *Vehicle Miles Traveled (VMT) Analysis* was prepared for the Project based on the WRCOG screening tool. The Project does not fall within a Transit Priority Area (TPA) and also does not fall within a low VMT generating TAZ based on total VMT, residential home-based VMT, and home-based work VMT. Based on the screening tool, the proposed Project does not screen out using these metrics. However, additional screening criteria is identified in the City's TIA Guidelines which indicate projects serving the local community less than 50,000 square feet may be presumed to have a less than significant impact. It is anticipated that the proposed Project will serve local residents within the vicinity providing enhanced convenience. This additional convenience would reduce the need for residents to travel longer distances. Therefore, trip lengths within the region would be reduced, and vehicle travel would decrease. Thus, the Project can be considered a local serving retail and will not have a significant VMT impact. As outlined in the City's newly adopted TIA Guidelines, land use projects serving the local community less than 50,000 square feet may be presumed to have less than a significant impact on VMT and does not require additional VMT analysis.

Based on the above, implementation of the proposed Project would not conflict or be inconsistent with

CEQA Guidelines section 15064.3, subdivision (b)(1). Any impacts would be less than significant.

Sources: *Lakeview Plaza Project Traffic Impact Analysis,* prepared by TJW Engineering, Inc., 1-7-2020 (*TIA,* **Appendix K1**); *Vehicle Miles Traveled (VMT) Analysis, City of Lake Elsinore,* prepared by TJW Engineering, Inc., 8-26-2020 (**Appendix K2**); and *Lakeview Plaza Project Air Quality and Greenhouse Gas Emissions Study,* prepared by Rincon Consultants, Inc., 7-28-2020 (*AQ/GHG Study*, **Appendix B**).

c) Would the Project substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? Less than Significant Impact

The Project site is located along the northeast side of Lakeshore Drive, extending approximately 921 feet northwest of Manning Street, in the City of Lake Elsinore, County of Riverside. The Project site is proximate 500-800 feet north of "the lake" and surrounding land uses include mostly vacant lands zoned Hillside Single-Family Residential (R-H) to the northeast across Ryan Avenue (partially cut graded "paper street), Lakeshore (L) southwest across Lakeshore Drive, Neighborhood Commercial (C-1) and General Commercial (C-2) to the northwest along Lakeshore Drive, and Hillside Single-Family Residential (R-H) southeast across Manning Street. Reference **Table 2, *Surrounding Land Uses*** and **Figure 5, *Aerial Photo***, provided in Section I of this IS.

The Project has been reviewed by City Traffic Engineering Staff, and as designed, will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The Project site development plan proposes three driveway access points including a signalized full-access driveway midway along the Lakeshore Drive frontage, a right-in right-out driveway near the northwest end of the Lakeshore Drive frontage, and a non-signalized full-access driveway along the Manning Street frontage. Project driveway intersections and internal circulation have been designed pursuant to City standards and are deemed safe. Adequate sight distance has been provided. Driveway widths will accommodate Project traffic, and traffic control devices (signals and stop signs) are provided where necessary for entering and exiting the site. No incompatible uses (e.g., farm equipment) are located in proximity to the Project site.

In addition, detailed street improvement plans will be subject to further City review and approval which will ensure that Project driveway intersections and internal circulation meet the City's strict safety requirements, with adequate sight distance, driveway widths and stop signs where necessary for entering and exiting the site. This will eliminate any Project impacts due to a design feature. Any impacts would be less than significant.

Sources: *Lakeview Plaza Project Traffic Impact Analysis,* prepared by TJW Engineering, Inc. 1-7-2020 (*TIA,* **Appendix K1**); **Table 2, *Surrounding Land Uses*** and **Figure 5, *Aerial Photo***, provided in Section I of this IS; and Project Plans (**Appendix L**).

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

A limited potential exists for the Project to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project includes: 1) widening the existing Lakeshore Drive right-of-way by 15 feet; 2) additional paving and street frontage improvements (i.e. concrete curb, gutter and sidewalk) along the Project site's Lakeshore Dive frontage; 3) realignment and street improvements along the Project site's Manning Street frontage; 4) extension of a 12" water line within the Lakeshore Drive right-of-way; and 5) sewer lateral connections from the existing 8" sewer main in Lakeshore Drive. Construction of these off-site street and utility improvements presents a moderate potential for traffic diversion. Control of access would ensure emergency access to the Project site and

surrounding area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as it was prior to the proposed Project.

The proposed Project is required to comply with Fire Department requirements for adequate access both during construction and operation. Project site access and circulation will provide adequate access and turning radius for emergency vehicles, consistent with the Fire Department's requirements. Any impacts during construction would be less than significant.

Sources: General Plan EIR, Section 3.4, *Transportation and Circulation*; and Project Plans (**Appendix L**).

Mitigation Measures: No mitigation measures are required.

XVIII. 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:

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). Less than Significant Impact With Mitigation Incorporated

A Project-specific *Cultural Resources Assessment* (*CRA*, **Appendix D**) 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 *CRA* 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 August 29, 2019 indicated that six previously identified cultural resource studies completed within 0.5 mile of the Project site between 1991 and 2016. None of these previous studies include portions of the current Project site. The EIC records search identified 11 previously recorded resources situated within a 0.5-mile radius of the project site. These resources include one prehistoric archaeological site, three prehistoric isolated artifacts, one multi-component (prehistoric and historic period) archaeological site, one historic period archaeological site, and five historic period buildings. None of these previously documented cultural resources are located within or immediately adjacent to the Project site.

The Native American Heritage Commission (NAHC) was contacted on August 19, 2019 to request a Sacred Lands File search of the Project site and a 0.5-mile radius surrounding it. The NAHC responded on September 11, 2019; the results of the Sacred Lands File search were negative.

On September 5, 2019, Melissa Jenkins (Rincon Consultants) conducted a cultural resources field survey of the Project site. The archaeologist surveyed the area using transects spaced no more than 10 meters apart. The survey transects were oriented generally in a northeast-southwest direction. The archaeologist examined all exposed ground surface for the following: artifacts (e.g., flaked stone tools, toolmaking debris, stone milling tools, ceramics, fire-affected rock), ecofacts (marine shell and bone), soil discoloration that might indicate the presence of a cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramics). Ground disturbances such as burrows and drainages were inspected visually. Results of the field survey identified no evidence of archaeological remains or historic built environment resources within the Project site. Ground visibility was excellent (70 to 90 percent) with vegetation consisting of small patches of grasses and weeds with isolated trees.

Results of the *CRA* identified no cultural resource within the Project site. Although the findings of the *CRA* were negative, a multi-component archaeological site has been identified within the general vicinity of the Project that contains a prehistoric artifact scatter with an associated historic period refuse deposit, lies along the Lake Elsinore shoreline approximately 400 feet southwest from the Project site boundary. All of the other known cultural resources are located at least 0.2 mile from the Project site. Based on these findings, Rincon recommends a finding of no impact to historical resources and less than significant impact with mitigation for archaeological resources under CEQA.

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 January 29, 2020, 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, the Pechanga Band of Luiseño Indians, the Rincon Band of Luiseño Indians, and the Soboba Band of Luiseño Indians requested formal government-to-government consultation under AB 52. The City concluded consultation with the Rincon Band of Luiseño Indians on April 24, 2020. The City has not yet concluded consultation with the Pechanga Band and the Soboba Band of Luiseño Indians. It is anticipated that consultation will conclude upon review of this Initial Study and preparation of a Final Initial Study.

With the incorporation of mitigation measures **MM-CUL-1** through **MM-CUL-7**, 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.

Sources: *Lakeview Plaza Project Phase I Cultural Resources Assessment*, prepared by Rincon Consultants, Inc., 9-2019 (**Appendix D**).

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, the lead agency shall consider the significance of the resource to a California Native American tribe. Less than Significant Impact With Mitigation Incorporated

Please reference the discussion in Item XVIII.a. With the incorporation of mitigation measures **MM-CUL-1** through **MM-CUL-7**, 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.

Sources: *Lakeview Plaza Project Phase I Cultural Resources Assessment*, prepared by Rincon Consultants, Inc., 9-2019 (**Appendix D**).

Mitigation Measures:

MM-CUL-1 ***Unanticipated Resources.*** The developer/permit holder or any successor in interest shall comply with the following for the life of this permit. If during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed:

1. All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the Project Archaeologist, the Native American tribal representative(s) from consulting tribes (or other appropriate ethnic/cultural group representative), and the Community Development Director or their designee to discuss the significance of the find.
2. The developer shall call the Community Development Director or their designee immediately upon discovery of the cultural resource to convene the meeting.
3. At the meeting with the aforementioned parties, the significance of the discoveries shall be discussed, and a decision is to be made, with the concurrence of the Community Development Director or their designee, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resource.
4. Further ground disturbance shall not resume within the area of the discovery until a meeting has been convened with the aforementioned parties and a decision is made, with the concurrence of the Community Development Director or their designee, as to the appropriate mitigation measures.

MM-CUL-2 ***Archaeologist/CRMP***. Prior to issuance of grading permits, the applicant/developer shall provide evidence to the Community Development Department that a Secretary of Interior Standards qualified, and certified Registered Professional Archaeologist (RPA) has been contracted to implement a Cultural Resource Monitoring Program (CRMP) that addresses the details of all activities that must be completed and procedures that must be followed regarding cultural resources associated with this project. The CRMP document shall be provided to the Community Development Director or their designee for review and approval prior to issuance of the grading permit.

The CRMP provides procedures to be followed and are to ensure that impacts on cultural resources will not occur without procedures that would reduce the impacts to less than significant. These measures shall include, but shall not be limited to, the following:

Archaeological Monitor - An adequate number of qualified monitors shall be present to ensure that all earth-moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist, in consultation with the Tribal monitor.

Cultural Sensitivity Training - The Project Archaeologist and a representative designated by the consulting Tribe(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all Construction Personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event unanticipated cultural

resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training, and all construction personnel must attend prior to beginning work on the Project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.

Unanticipated Resources - In the event that previously unidentified potentially significant cultural resources are discovered, the Archaeological and/or Tribal Monitor(s) shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist, in consultation with the Tribal monitor(s) shall determine the significance of the discovered resources. The Community Development Director or their designee must concur with the evaluation before construction activities will be allowed to resume in the affected area. Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered, and features recorded using professional archaeological methods.

Phase IV Report - A final archaeological report shall be prepared by the Project archaeologist and submitted to the Community Development Director or their designee prior to grading final. The report shall follow County of Riverside requirements and shall include at a minimum: a discussion of the monitoring methods and techniques used; the results of the monitoring program including any artifacts recovered; an inventory of any resources recovered; updated DPR forms for all sites affected by the development; final disposition of the resources including GPS data; artifact catalog and any additional recommendations. A final copy shall be submitted to the City, Project Applicant, the Eastern Information Center (EIC), and the Tribe.

MM-CUL-3 ***Cultural Resources Disposition.*** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the Community Development Department:

1. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
2. Relocation of the resources on the Project property. The measures for relocation shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts by means of a deed restriction or other form of protection (e.g., conservation easement) in order to demonstrate avoidance in perpetuity.
   Relocation shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.
3. If relocation is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title,

and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

MM-CUL-4 ***Tribal Monitoring.*** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the AB 52 and/or the SB 18 process ("Monitoring Tribes"). The applicant shall coordinate with the Tribe(s) to develop individual Tribal Monitoring Agreement(s). A copy of the signed agreement(s) shall be provided to the City of Lake Elsinore Community Development Department, Planning Division prior to the issuance of a grading permit. The Agreement shall address the treatment of any known tribal cultural resources (TCRs) including the Project's approved mitigation measures and conditions of approval; the designation, responsibilities, and participation of professional Tribal Monitors during grading, excavation and ground disturbing activities; Project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains/burial goods discovered on the site per the Tribe(s) customs and traditions and the City's mitigation measures/conditions of approval. The Tribal Monitor will have the authority to stop and redirect grading in the immediate area of a find in order to evaluate the find and determine the appropriate next steps, in consultation with the Project archaeologist.

MM-CUL-5 ***Phase IV Report.*** Upon completion of the implementation phase, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the County website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting.

MM-CUL-6: ***Discovery of Human Remains.*** In the event that human remains (or remains that may be human) are discovered at the Project site during grading or earthmoving, the construction contractors, Project archaeologist and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The Project applicant shall then inform the Riverside County Coroner and the City of Lake Elsinore Community Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains and that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. If human remains are determined to be Native American, the applicant shall comply with the state law relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC within 24 hours and the NAHC will make the determination of most likely descendant. The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as

provided in Public Resource Code Section 5097.98. In the event that the applicant and the MLD are in disagreement regarding the disposition of the remains, State law will apply, and the mediation process will occur with the NAHC, if requested (see PRC Section 5097.98(e) and 5097.94(k)).

According to the California Health and Safety Code, six or more human burial at one location constitutes a cemetery (Section 81 00), and disturbance of Native American cemeteries is a felony (Section 7052).

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

XIX. UTILITIES AND SERVICE SYSTEMS

a) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? Less than Significant Impact

Water

The Project site, along with the entire City of Lake Elsinore, is located within the water service district boundary of the Elsinore Valley Municipal Water District (EVMWD). The Project site is not currently connected to the EVMWD water supply system given its vacant, undeveloped condition; however, as shown on the Project Plans (**Appendix L**), EVMWD has an existing 12" water service line west of the Project site in Lakeshore Drive.

The Project site's development plan proposes to connect to the EVMWD water supply system. In conjunction with the Project site engineering effort to date, the Project proponent has contacted EVMWD and EVMWD has issued a *Will Serve Letter* (**Appendix I3**) for the Project dated 12-19-2019.

Connections to local water mains will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. In addition, the Project will be required to pay water connection fees and comply with Water Efficient Guidelines.

Implementation of the proposed Project will not require, or result in, the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Given the proposed Project's relatively small size, any impacts are considered nominally incremental and less than significant.

Wastewater/Sewer

The Project site is located within the wastewater/sewer service boundary of the EVMWD. The Project site is not currently connected to the EVMWD wastewater/sewer system given its vacant, undeveloped condition. However, as shown on the Project Plans, EVMWD has an existing 8" sanitary sewer line located adjacent to the Project site in Lakeshore Drive.

The Project site's development plan proposes to connect to the EVMWD wastewater/sewer system. In conjunction with the Project site engineering effort to date, the Project proponent has contacted EVMWD and EVMWD has issued a *Will Serve Letter* for the proposed development dated 12-19-2019.

According to the *Will Serve Letter* for the Project site, Elsinore Valley Municipal Water District is willing to provide water & sewer services to the subject Project. It is noted, EVMWD's ability to serve the Project site is subject to limiting conditions, such as regulatory requirements, legal issues, or conditions beyond EVMWD's control and the "will serve" determination will expire two years from the date of issue (12-19-2019).

Connections to local sewer mains will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. In addition, the Project will be required to pay sewer connection fees.

Implementation of the proposed Project will not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant

environmental effects. Any impacts will be less than significant.

Stormwater/Drainage

As set forth in Section X of this Initial Study (Hydrology and Water Quality), all new development in the City of Lake Elsinore is required to comply with provisions of the National Pollutant Discharge Elimination System (NPDES) program, including Waste Discharge Requirements (WDR), and the 2010 Santa Ana Municipal Separate Sewer Permit (MS4) Permit, as enforced by the Santa Ana Regional Water Quality Board (SARWQCB).

The Project site, in its undeveloped state, has a steady, but steep slope from the southwest to the northeast, rising from an elevation of 1277' to 1322' above sea level.

At present, the Project site is vacant, undeveloped land with a 100% pervious earthen surface. On-site stormwater runoff currently surface flows in a south-southwest direction towards Lakeview Drive where an on-site channelized drainage (dirt) carries flows west of the site.

The Project will construct buildings, parking lots, and utility infrastructure. Ultimately, the Project site will discharge into pipes within Lakeshore Drive.

Pursuant to the City's Municipal Code, all construction projects shall apply Best Management Practices (BMPs) to be contained in the Project applicants submitted Stormwater Pollution Prevention Plan (SWPPP). The proposed Project will also be required to submit a Water Quality Management Plan (WQMP) in identifying post-construction BMPs that include drainage controls such as infiltration pits, detention ponds, bioswales, berms, rain gardens, and pervious pavement. Also, the proposed Project will be required to submit a drainage study to ensure onsite and offsite drainage is accurately assessed and sufficient infrastructure is required for construction of the Project. During the grading and construction phase, the applicant will need to comply with the conditions of approval placed on the Project.

With adherence to the Project-specific *WQMP*, the proposed Project will not substantially alter the existing drainage pattern of the site or area, nor will it require new or expanded off-site storm drain facilities the construction or relocation of which could cause significant environmental effects. Any impacts would be less than significant.

Electricity

There is no electricity connection currently serving the Project site in its vacant and undeveloped condition. The Project site development plan which proposes construction of a commercial center that will require electrical service.

The electrical service provider for the Project site and the greater City of Lake Elsinore is Southern California Edison (SCE). Overhead electrical service lines are currently in place adjacent to the Project site along the east side of the Briggs Road right-of-way. Furthermore, electrical services are currently in place serving the new Heritage High School campus located directly south of the Project site across Highway 74, at the southwest corner of Briggs Road and Highway 74.

SCE is responsible for providing power supply to the City of Lake Elsinore and the greater Riverside County area while complying with county, state, and federal regulations. SCE's power system is one of the nation's largest electric and gas utilities and serves approximately 15 million people in 180 incorporated cities and 15 counties, in a service area of approximately 50,000 square miles in size. SCE maintains 12,635 miles of transmission lines, 91,375 miles of distribution lines, 1,433,336 electric poles, 720,800 distribution

transformers, and 2,959 substation transformers.

In 2017, SCE's power mix consisted of 32% renewable resources, including wind, geothermal, biomass, solar, and small hydro, 20% natural gas, 8% large hydroelectric facilities, and 6% nuclear. An estimated 34% of SCE's power mix consisted of unspecified sources of power in 2017, which is referred to by SCE as electricity from transactions that are not traceable to specific generation sources.

Operation of the proposed Project would consume electricity for building power, lighting, and water conveyance, among other operational requirements. The Project has been designed to comply with various federal, state and local energy use regulations including Title 24.

Because the Project has been designed to meet all applicable local and state requirements and represents an incremental and relatively nominal increase in area wide electrical consumption, the Project would not result in potentially significant environmental effects from wasteful, inefficient, or unnecessary consumption of energy.

Adequate commercial electricity supplies are presently available in Southern California to meet the incremental increase in demand attributed to the Project. The proposed Project will not require new or expanded electric power facilities, the construction or relocation of which could cause significant environmental effects. Impacts will be less than significant.

Natural Gas

There is no natural gas connection currently in place serving the Project site in its vacant and undeveloped condition. The natural gas provider for the Project site and the greater City of Lake Elsinore is the Southern California Gas Company (SoCal Gas), also known as The Gas Company.

The proposed Project will be connected to The Gas Company's natural gas distribution system. Connections are available in the vicinity and natural gas service is in place to the new Heritage High School campus located directly south of the Project site across Highway 74, at the southwest corner of Briggs Road and Highway 74.

Adequate natural gas supplies are available to meet the incremental increase in demand attributed to the Project. The proposed Project will not require new or expanded natural gas facilities, the construction or relocation of which could cause significant environmental effects. Any impacts will be less than significant.

Telecommunications

Telephone service to the Project site and the greater City of Lake Elsinore is provided by Verizon. Verizon is a private company that provides connection to the communication system on an as needed basis. No expansion of facilities will be necessary to connect the Project to the communication system located adjacent to the Project site. The proposed Project will not require new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Any impacts will be less than significant.

Based on the above data and analysis, implementation of the proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Any impacts would be less than significant.

Sources: *Water Quality Management Plan Lakeview Plaza*, prepared by Blue Peak Engineering, Inc., 3-

24-2020 (WQMP, **Appendix I1**); *Lakeview Plaza Preliminary Hydrology Report,* prepared by Blue Peak Engineering, Inc., 7-22-2019 (**Appendix I2**); Southern California Edison website; *EVMWD Will Serve Letter*, prepared by EVMWD, 12-19-2019 **(***Will Serve Letter,* **Appendix I3**).

b) Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years? Less than Significant Impact

As previously discussed in Section XIX.a, the Project site is located within the water service district boundary of the EVMWD which has an existing 12" water line located west of the Project site in Lakeshore Drive. The Project's water service plan proposes to connect to the existing 12" zone 1434 waterline west of the site within Lakeshore Drive and constructed east to Manning Street, then north within Manning Street to connect to an existing 8" zone 1571 waterline at Ryan Avenue. The proposed on-site water distribution system includes a series of lines ranging from 2" to 8" serving the proposed commercial uses. No additional off-site water infrastructure is anticipated in conjunction with the Project site development, as proposed.

EVMWD provides water service to the City of Lake Elsinore, and beyond. The water agency prepares an Urban Water Management Plan every five years, which identifies historical and projected water usage and existing and future water supply sources, describes purveyors' demand management programs, and sets forth a program to meet water demands during normal, dry, and multiple dry years.

The EVMWD water supply/demand analysis within its service area is set forth in the *EVMWD 2016 UWMP* which assesses the District's ability to satisfy demands during three (3) hydrologic scenarios, including: 1) a normal water year, 2) single-dry water year, and 3) multiple-dry water years. The supply-demand balance for each of the hydrologic scenarios within the EVMWD service area was projected for the 20-year planning period 2015 to 2040. Based on the analysis and conclusions set forth in the *EVMWD 2016 UWMP* (*Sec. 6 System Supplies and Sec. 9 Demand Management Measures*), EVMWD will be able to meet 100% of its demand under all three hydrologic scenarios through the year 2040.

Therefore, sufficient water supplies are available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Any impacts are considered less than significant.

Sources: *Elsinore Valley Municipal Water District Urban Water Management Plan*, prepared by MWH, 7-2016.

c) 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 previously discussed in Section XIX.a, the Project site is located within the wastewater/sewer service district boundary of the EVMWD. According to the *Will Serve Letter* for the Project site EVMWD is willing to provide water and sewer services to the subject Project.

Wastewater from the Project site would be delivered through EVMWD sewer lines to Western Municipal Water District (WMWD)'s Western Riverside County Wastewater Treatment Plant in Corona.

Sufficient wastewater treatment capacity is available to serve the Project from existing resources and EVMWD has issued a signed *Will Serve Letter* for the Project site. As the existing wastewater treatment provider, EVMWD has adequate capacity to serve the Project's projected demand in addition to serving its existing commitments. Connections to local sewer mains will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. Impacts will be less

than significant.

Sources: *EVMWD Will Serve Letter*, prepared by EVMWD, 12-19-2019 (*Will Serve Letter,* **Appendix I3**).

d) Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? Less than Significant Impact

Municipal waste collection services in the City of Lake Elsinore, inclusive of the proposed Project, is provided by Waste Management, Inc.

The Riverside County Waste Management Department (RCWMD) is responsible for the efficient and effective landfill disposal of non-hazardous county waste. To accomplish this, the RCWMD operates six active landfills and administers a contract agreement for waste disposal at the private El Sobrante Landfill. The Department also oversees several transfer station leases, as well as a number of recycling and other special waste diversion programs.

As set forth in the City of Lake Elsinore General Plan EIR (December 2011), the solid waste generated within the City during 2011 was deposited in two landfills: El Sobrante Landfill in unincorporated Riverside County south of the City of Corona, and Badlands Sanitary Landfill near the City of Moreno Valley. The El Sobrante Landfill is significantly larger than the Badlands Landfill in terms of size and capacity. A summary of the two landfill facilities is included in **Table XIX-1, *Landfills Serving Lake Elsinore***.

Table XIX-1
Landfills Serving Lake Elsinore

Landfill	Location	Permitted Throughput Capacity, Tons per Day	Average Disposal, Tons per Day[1]	Remaining Capacity, Cubic Yards [Tons]	Estimated Closing Date
Badlands Sanitary	Moreno Valley	4,000	1,651	14,730,025 [7,851,103]	2024
El Sobrante	Corona	16,054	7,260	145,530,000 [77,567,490]	2045

[1] Calculated from annual totals (from CalRecycle 2012d) based on 300 operating days per year. Badlands Sanitary Landfill and El Sobrante Landfill are each open six days per week, Monday through Saturday, except certain holidays.

El Sobrante Landfill

The Project site is located within the service area of the El Sobrante Landfill, a service area that typically includes the cities/communities within southwestern Riverside County, as well as multiple jurisdictions within the counties of Los Angeles, Orange, San Bernardino and San Diego.

The El Sobrante Landfill is located approximately twenty (20) miles west/northwest of the Project site in the unincorporated Temescal Canyon area of Riverside County between the City of Lake Elsinore and the City of Corona, east of Interstate 15 and Temescal Canyon Road, and south of Cajalco Road, at 10910 Dawson Canyon Road.

The landfill, which is owned and operated by USA Waste of California (a subsidiary of Waste Management, Inc.) started disposal operations in 1986. From 1986 to 1998, the landfill was operated pursuant to the original El Sobrante Landfill Agreement, its Amendments and one Addendum.

On September 1, 1998, the Riverside County Board of Supervisors (BOS) approved the El Sobrante Landfill Expansion Project, a vertical and lateral expansion of the landfill, and entered into a Second Agreement, which became effective on September 17, 1998.

The Second Agreement represents a public/private relationship between the owner/operator of the landfill and the County of Riverside and provides for the Riverside County Department of Waste Resources (RCDWR) to operate the landfill gate, to set the County rate for disposal at the gate with BOS approval, and to operate the Hazardous Waste Inspection Program.

The El Sobrante Landfill Expansion Project included the following major elements:

- An increase in landfill disposal capacity to approximately 196.11 million cubic yards or approximately 109 million tons of municipal solid waste;
- An increase in the daily disposal capacity up to 10,000 tons (pursuant to the Second Amendment of the Expansion Agreement, approved by the BOS in March 2007, and subsequently implemented on August 31, 2009, the daily capacity was increased to 70,000 tons per week, not exceeding 16,054 tons per day [limited in part due to the number of vehicle trips per day], and a continuous 24-hour disposal);
- An increase in the landfill area to a total of 1,322 acres;
- An increase in the landfill footprint to 495 acres;
- An increase in the hours of operation, allowing 24-hour continuous operations, 7 days a week, for non-waste functions (i.e., application of daily cover, stockpiling of daily cover, site maintenance, grading, and vehicle maintenance) and allowing disposal operations from 4:00 a.m. to Midnight.

The El Sobrante Landfill facility currently comprises a total area of 1,322 acres which includes a 495-acre footprint permitted for landfill operations, and a 688-acre wildlife preserve. The landfill is open 24 hours per day, six days a week (closed Sundays and Major Holidays). Commercial customers have access 4:00 a.m. to 6:00 p.m., while the general public hours are 6:00 a.m. to 6:00 p.m.

The operating permit allows a maximum of 16,054 tons per day of waste to be accepted at the landfill, due to limitations on the number of vehicle trips per day.

In 2010, the El Sobrante Landfill accepted a total of 694,963 tons, or approximately 0.695 million tons of waste generated within Riverside County. The daily average for in-County waste was 2,235 tons during 2010.

As of January 2011, the landfill had a remaining in-County disposal capacity of approximately 38.506 million tons.

During calendar year 2016, a total of 2,652,941 tons of municipal solid waste was disposed at the El Sobrante Landfill. Of this amount, 852,987 tons originated from Riverside County sources, and 1,799,954 tons originated from out-of-County sources. El Sobrante received 123,068 tons of Alternate Daily Cover in the form of cement treated incinerator ash.

Based on 309 working days (362 days minus Sundays and Major Holidays), an average of 8,596 (rounded to the nearest whole number) tons of waste were received at the landfill on a daily basis in 2016.

The estimated 2017 total tonnage figure is projected to have increased slightly over the 2016 figure, to approximately 2,700,000 tons or an average amount of approximately 8,738 tons per day (2,700,000 tons ÷ 309 days). This indicates a year over year increase of 1.65% and is substantially below the allowable disposal capacity of 16,054 tons per day permitted pursuant to the current agreement/operating permit, as

amended.

As of the 2007 Second Amendment date, the landfill had a projected 50-year remaining life through 2036; however, based on 2016 figures, there was 141,192,896 tons of remaining capacity, indicating an approximate 54-year remaining life before the facility reaches capacity. According to the City GPEIR, the El Sobrante facility is estimated to have sufficient capacity until 2045.

The State of California evaluates solid waste generation for proposed development projects based on a per capita generation rate. Accordingly, there are four generation categories depending on land use; Residential (including both single-family and multi-family projects), Commercial (Retail and Non-Retail), Industrial/Manufacturing Land Use (Light and Heavy), and Service Sector. The generation factors are set forth in **Table XIX-2, *Solid Waste Generation Factors***.

Table XIX-2
Solid Waste Generation Factors

Land Use	Generation Factor
Commercial Retail	2.5 lbs./ 1,000 square foot (SF)/Day

Source: CalRecycle

Based on the above factors, the Project site development plan is projected to generate an average of 107.8 pounds of solid waste per day, or 39,373.95 pounds of solid waste per year.

Individual development projects within the City of Lake Elsinore are required to comply with applicable State and local regulations reducing landfill waste by at least 50%; therefore, the Project site is forecast to contribute 53.9 lbs. (0.027 ton) of solid waste per day for disposal at the El Sobrante Landfill or the Badlands Sanitary Landfill. This represents a nominal amount of approximately 0.0003% (0.027 ton ÷ 8,738 tons) of the estimated average daily solid waste disposed at the El Sobrante Landfill during 2017.

Therefore, development of the Project site, as proposed, would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts will be less than significant.

Sources: *City of Lake Elsinore General Plan Environmental Impact Report*, (Section 3.16), December 2011; *CalRecycle website.*

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? <u>Less than Significant Impact</u>

All land uses within the City of Lake Elsinore that generate waste are required to coordinate with the City's contracted waste hauler (CR&R, Inc.) to collect solid waste on a common schedule as established in applicable local, regional, and state programs.

Additionally, all development within the City of Lake Elsinore is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (CalRecycle), and other local, state, and federal solid waste disposal standards.

The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state diversion goal of 50% by and after the year 2000. The purpose of AB 939 is to "reduce, recycle, and re-use solid waste generated in the state to

the maximum extent feasible."

All solid waste disposals within the City of Lake Elsinore are subject to the requirements set forth in *Title 8, Health and Sanitation*, Chapter 8.28 Litter, and *County Ordinance 657, Solid Waste Collection* (by adoption) as provided in the City's Municipal Code. Ordinance 657 provides integrated waste management guidelines for service, prohibitions, and provisions of service. The provisions of service require that the City of Lake Elsinore shall provide for or furnish integrated waste management services relating to the collection, transfer, and disposal of refuse, recyclables, and compostables within and throughout the City.

The Project site's development plan would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939, County Ordinance 657 (by adoption), and other applicable local, state, and federal solid waste disposal standards as a matter of regulatory policy, thereby ensuring that the solid waste stream to the waste disposal facilities is reduced in accordance with existing regulations.

The proposed Project is required to comply with all applicable federal, state, and local management and reduction statutes and regulations related to solid waste as a standard Project condition of approval. Impacts will be less than significant.

Sources: City of Lake Elsinore Municipal Code.

Mitigation Measures: No mitigation measures are required.

XX. WILDFIRE

a) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan? Less than Significant Impact with Mitigation Incorporated

A wildfire is an uncontrolled fire spreading through vegetative fuels, posing dangers to life and property. Wildfires can occur in undeveloped areas and spread to urban areas where structures and other human development are more concentrated. Much of the area to the southwest, west, and northwest of the site is within the City of Lake Elsinore Sphere of Influence (SOI). These areas support coastal shrub and chamise redshank chaparral which are prime fuel sources for wildfire. The Project site is located in the suburban City of Lake Elsinore, situated adjacent northeast of the lake on the northeast side Lakeshore Drive, approximately one-quarter mile southeast of SR-74 (Riverside Drive) and 1¼ mile southwest of I-15. The Project site is further identified by its location within the Country Club Heights District. As depicted in the City's General Plan EIR, Figure 3.10-2, *Wildfire Susceptibility*, the wildfire susceptibility of the City and its SOI ranges from moderate to very high. The steep terrain in areas within the City at its SOI also contributes to rapid spread of wildfire when one occurs. Based on a review of Figure 3.10-2, *Wildfire Susceptibility*, the Project site along with the entire Country Cub Heights District, and virtually all of the northeast portion of the City of Lake Elsinore extending along Lake Street to Interstate 15 is located in a Very High Fire Hazard Zone. This is consistent with the findings set forth in the County of Riverside's *Map My County* which states the Project site's Fire Hazard Classification (Ord. 787) is Very High and that it is located in a state identified Fire Responsibility Area. The Project site's high fire hazard classification is due to the relatively large expanses of open space, sloping topography, and periodic high-velocity wind conditions through the Temescal Valley.

The 995.2-acre Country Club Heights District (CCHD) is largely comprised of moderate to steeply sloping hillsides situated between the lake to the southwest and the City's Business District and Interstate 15 (I-15) to the northeast. The CCHD topography rises over 250 feet from Lakeshore Drive with predominantly west/southwest facing slopes cresting just northeast of Sunnyslope Avenue before descending with mostly northeast facing slopes to Strickland Avenue where it transitions to the Business District approximately one-mile (1-mile) due east of the Project site and on the opposite side of the hill.

Most of the land within the CCHD is designated Hillside Residential (467.5 acres or 46.98%), followed by Low Density Residential (301.0 acres or 30.25%). It is also noted that most of this residential acreage remains vacant and undeveloped due to various development constraints (i.e., topography, older legal-non-conforming lot sizes, obsolete street design, lack of infrastructure including street improvements, wet and dry utilities, etc.).

The City of Lake Elsinore contracts with the Riverside County Fire Department (RCFD) for fire prevention, suppression, and paramedic services. RCFD, in turn, operates under contract with the California Department of Forestry and Fire Protection (CALFIRE). The closest fire station serving the Project site is CALFIRE Fire Station #10 located at 410 West Graham Avenue approximately 1¾ miles southeast of the Project site. CALFIRE and the City jointly operate three fire engines and a squad from this facility through their cooperative-integrated system. Equipment located at Station #10 includes paramedic Engine 10, Engine 3173, and Engine 3175 (the CALFIRE wildland engines), and Squad 10 (mostly operated by the Volunteer Firefighters). The CALFIRE engines and a bulldozer operate during fire season.

The City of Lake Elsinore is responsible for developing emergency plans and actions in response to actual or potential disasters which may impact residents and businesses in the City including but not limited to earthquakes, wildfires, flooding, and hazardous material spills. The City has recently updated both its Emergency Preparedness Plan and Local Hazard Mitigation Plan to deal with various emergency situations.

Construction of the proposed Project has a limited potential to interfere with an emergency response or evacuation plan during construction. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed provide appropriate measures to reduce any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area would remain as it is in the pre-Project condition.

Once the Project is constructed, permanent emergency access to the Project site will be maintained via two (2) driveway curb-cut aprons along Lakeshore Drive (including main access point w/ proposed traffic signal) and a single driveway curb-cut apron along Manning Street, consistent with the City's traffic engineering requirements. Additionally, the proposed Project is consistent with the City's Neighborhood Commercial land use and zoning requirements. Therefore, the proposed Project would have a less than significant impact on implementation of the adopted emergency response plan.

All Project elements, including landscaping, will be located with sufficient clearance from the proposed buildings so as not to interfere with emergency access to, and evacuation from, the site. The proposed Project is required to comply with the California Fire Code as adopted by the City of Lake Elsinore Municipal Code.

The Project will comply with all applicable state, regional, and local wildfire safety regulations inclusive of the California Fire Code, the City of Lake Elsinore Municipal Code, and the City's Emergency Preparedness Plan, and will not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, because no permanent public street or lane closures are proposed.

While the Project site is located in a Very High Fire Hazard Zone as depicted on Figure 3.10-2, *Wildfire Susceptibility* of the City's General Plan EIR, based on the preceding analysis, potential impacts related to an adopted emergency response plan or emergency evacuation plan will be less than significant with the implementation of **Mitigation Measure MM-WILD-1**.

Sources: *Map My County* (**Appendix A**); Project Plans (**Appendix L**); General Plan, Section 3.4 *Wildland Hazards*; General Plan EIR, Section 3.10, *Hazards and Hazardous Materials*; General Plan EIR, Figure 3.10-2, *Wildfire Susceptibility*; City of Lake Elsinore Website – Public Safety, *Emergency Preparedness*; and City of Lake Elsinore Website – Public Safety, *Fire*.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? Less than Significant Impact with Mitigation Incorporated

As set forth in Threshold XX.a, the Project site is located in a Very High Fire Hazard area recognized at the city, county, and state levels. The wildfire susceptibility of the City and its SOI ranges from moderate to very high. The steep terrain in areas within the City at its SOI also contributes to rapid spread of wildfire when one occurs. The Project site is located along Lakeshore Drive at the base of a series of mostly vacant southwest facing hillsides within the Country Club Heights District, proximate north/northeast of the lake.

The Project site development plan has been designed in compliance with the existing Neighborhood Commercial zoning and underlying general plan land use designation. A change in land use is not being requested or applicable. However, the Project will result in the construction of additional structures in a high fire hazard area. To protect new structures, the proposed Project will be required to comply with all applicable City fire codes (inclusive of Title 24) for construction and access to the site, and as such, will be reviewed by the City's Fire Department to determine the specific fire requirements applicable to ensure compliance.

Based on the above, implementation of the proposed Project in accordance with all applicable fire codes and implementation of **Mitigation Measure MM-WILD-1**, would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts in this regard would be less than significant with mitigation incorporated.

Sources: General Plan, Section 3.4 *Wildland Hazards*; and Project Plans (**Appendix L**).

c) Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? Less Than Significant Impact

Implementation of the proposed Project would widen Lakeshore Drive, reconfigure Manning Street, provide a new six-inch (6") fire-service line, and install fire hydrants at locations within the Project area per City Fire requirements. These improvements would provide increased fire suppression and would not exacerbate fire risk compared to the existing conditions. The Project would include the installation of electric power to serve the Project, as well as other utilities (sewer, water, gas, cable), which would be underground and installed pursuant to the city and utility provider regulations. Underground utilities would not exacerbate fire risk. Based on this information, impacts would be less than significant.

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

d) Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? Less Than Significant Impact

The Project site is located at the base of a southwest facing hillside along the northeast side of Lakeshore Drive just north/northeast of Lake Elsinore (the "lake"). In its current vacant condition, the Project site topography generally rises from its Lakeshore Drive frontage to Ryan Avenue, with a significant portion near the middle of the site rising upwards of forty (40) plus feet due to the undulating terrain. Upon completion of grading activities, the improved Project site will have one super pad which will generally be at or up to three feet above Lakeshore Drive street grade, and a retaining wall will be constructed adjacent to the Ryan Avenue frontage at the northeast boundary of the Project site.

Lake Elsinore is the largest natural lake (i.e., it does not have a dam) in Southern California with a surface area varying from approximately 2,790 to 3,000 acres. The lake's primary water source includes the San Jacinto River and underground springs, and it is drained by the Temescal Wash and Temescal Creek to the north. As set forth in the Section 3.9 (Hydrology and Water Quality) of the City's General Plan, FEMA prepared a study in 1980 (revised in 1987) that identified potential flood sources in the City including Lake Elsinore, the Elsinore Spillway Channel, and Temescal Wash. Figure 3.9-1, Hydrologic Resources indicates the Project site is not adjacent to any of these features. In addition, the Riverside County General Plan-Elsinore Area Plan (RivCo GP-EAP) states that Temescal Wash, Murrieta Creek, the San Jacinto River, and Lake Elsinore pose significant flood hazards within the Elsinore Area Plan. Dam failure of the Railroad Canyon Dam at Canyon Lake would cause flooding in the plan area. The Project site's finished elevation would average approximately 1,281 feet AMSL after grading operations are completed. This compares to an optimum surface level elevation of 1,240 feet AMSL for the lake under the Lake Elsinore Management Project. This is also the minimum lake elevation goal under a comprehensive supplemental water agreement between Elsinore Valley Municipal Water District and the City. At 1,255 feet AMSL, the lake begins to discharge through the outflow channel (located downtown along Spring Street), where it reaches the Temescal Wash, a tributary of the Santa Ana River Basin. No permanent development

(including fences) is permitted below this elevation. Based on the above figures, the Project site's proposed finished pad elevation (average ±1,281 feet AMSL) would be approximately forty-one feet (41') above the lake's optimum surface level of 1,240 feet AMSL, and approximately fifteen feet (15') above the level where the lake begins to discharge into the outlet channel and Temescal Wash.

As depicted on Figure 3.9-1, City of Lake Elsinore – *Hydrologic Resources*, of the City's General Plan and Figure 10, *Flood Hazards*, of the RivCo GP-EAP, the Project site is not in a Dam Inundation Area due to the rising hillside topography associated with the Country Club Heights District neighborhood. Furthermore, the Project site is not located in a 100-year or 500-year flood hazard zone.

Finally, the Project will create a large superpad with manufactured slopes which would not be expected to exhibit instability even if the general area experienced a wildfire event. Construction of the Project would reduce the overall risk of wildfires and related hazards to the site by improving the property, eliminating weedy vegetation, and installing fire protection improvements including water lines and emergency vehicle access to all portions of the site.

Based on the information provided in this analysis, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Impacts would be less than significant.

Sources: *Map My County* (**Appendix A**); Project Plans (**Appendix L**); **Figure X-1, *FEMA Firmette Map***, provided in Section X of this Initial Study; General Plan, Section 3.0, *Public Safety and Welfare*; General Plan EIR, Section 3.9, *Hydrology and Water Quality*; General Plan EIR, Figure 3.9-1, *Hydrologic Resources*; County of Riverside General Plan – Elsinore Area Plan, *Hazards – Flooding and Dam Inundation*; City of Lake Elsinore Website – *Lake Level*; and Google Earth.

Mitigation Measures:

MM-WILD-1 Individual projects implemented pursuant to the Land Use Plan in each District and within the 3rd Street Annexation Area will be required to demonstrate their avoidance of significant impacts associated with wildfire hazards through implementation of all policies under the Wildland Hazards section of the Public Safety and Welfare chapter of the City General Plan.

XXI. 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 substantially 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, substantially 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 under the Multiple Species Habitat Conservation Plan for western Riverside County that could potentially be affected by the proposed Project. All potentially significant impacts to biological resources would be avoided or reduced to less than significant levels with the implementation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2** identified in this initial study as well as design features already incorporated into the Project.

No previously recorded or potential cultural, tribal cultural, or paleontological resources were found on the proposed Project site. Further, the site has been previously disturbed, and it is highly unlikely that any such resources exist. However, in order to provide protection in the unlikely event that cultural, tribal cultural, or paleontological resources are unearthed during Project construction, implementation of **Mitigation Measures MM-CUL-1** though **MM-CUL-7** for cultural/tribal resources and **MM-PAL-1** for paleontological resources will reduce potential impacts to less than significant.

Thus, the proposed Project will not substantially 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: Lakeview Plaza 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 to address Project-level impacts.

Sources: Lakeview Plaza 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 the following mitigation measures:

- Geological and Soil Constraints **MM-GEO-1**
- Hazards and Hazardous Materials **MM-HAZ-1**
- Noise and Vibration **MM-NOI-1** and **MM-NOI-2**
- Wildfires **M-WILD-1**

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: Lakeview Plaza Initial Study

V. PERSONS AND ORGANIZATIONS CONSULTED

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

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Rincon Consultants, Inc.
RK Engineering Group, Inc.
Soil Pacific, Inc.
TJW Engineering, Inc.

VI. REFERENCES

The following documents were used as information sources during preparation of this document. Except as noted, they are available for public review at the City of Lake Elsinore, Community Development Department, 130 South Main Street, Lake Elsinore, CA 92530, ph. (951) 674-3124 and on the City's website: http://www.lake-elsinore.org/city-hall/city- departments/community-development/planning/ceqa-documents-available-for- public- review.

1995 Water Quality Control Plan, Santa Ana River Basin (Region 8), Updated June 2019
https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/index.html

CalRecycle website
https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates

City of Lake Elsinore Municipal Code
https://www.codepublishing.com/CA/LakeElsinore/

City of Lake Elsinore, On-Line Services, Public Safety
http://www.lake-elsinore.org/city-hall/public-safety

City of Lake Elsinore Website – *Lake Level*
http://www.lake-elsinore.org/city-hall/city-departments/community-services/lake-and-aquatic-resources/lake-level

City of Lake Elsinore Website – Schools
http://www.lake-elsinore.org/residents/places-schools-facilities/schools

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/

Elsinore Valley Municipal Water District Urban Water Management Plan
http://leapshydro.com/wp-content/uploads/2017/11/Urban-Water-Management-Plan-2016.pdf

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

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Google Earth
https://www.google.com/earth/

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

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

Lakeview Plaza Energy Conservation Analysis, prepared by RK Engineering Group, Inc., 2-11-2021 (**Appendix E**)

Lakeview Plaza Preliminary Hydrology Report, prepared by Blue Peak Engineering, Inc., 7-22-2019 (**Appendix I2**)

Lakeview Plaza Project Air Quality and Greenhouse Gas Emissions Study, prepared by Rincon Consultants, Inc., 7-28-2020 (**Appendix B**)

Lakeview Plaza Commercial Development Utilities and Service Systems Study, prepared by Rincon Consultants, Inc., 9-2019 (**Appendix M**)

Lakeview Plaza Project Traffic Impact Analysis, prepared by TJW Engineering, Inc.1-7-2020 (**Appendix K1**)

Lakeview Plaza Project MSHCP Consistency Analysis and Habitat Assessment, prepared by Rincon Consultants, Inc., 9-25-2019 (**Appendix C**)

Lakeview Plaza Project Noise and Vibration Study, prepared by Rincon Consultants, Inc., 7-9-2020 (**Appendix J**)

Lakeview Plaza Project Phase I Cultural Resources Assessment, prepared by Rincon Consultants, Inc., 9-2019 (**Appendix D**)

Map My County 3-10-2020 (**Appendix A**)

Paleontological Resources Evaluation for Lakeview Plaza, City of Lake Elsinore, Riverside County, California, prepared by Rincon Consultants, Inc., 9-26-2019 (**Appendix G**)

Phase I Environmental Site Assessment Lakeview Plaza, prepared by Rincon Consultants, Inc., 9-23-2019

(**Appendix H**)
Project Plans, 12-2019 (**Appendix L**)

Public Resources Code
https://codes.findlaw.com/ca/public-resources-code/

State of California, Department of Finance, *E-1 Population Estimates for Cities, Counties, and the State — January 1, 2018 and 2019*
http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-1/

Soil and Foundation Evaluation Report, prepared by Soil Pacific, Inc., 2-13-2019 (**Appendix F**)

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

Southern California Edison website
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Vehicle Miles Traveled (VMT) Analysis, City of Lake Elsinore, prepared by TJW Engineering, Inc.8-26-2020 (**Appendix K1**)

Water Quality Management Plan Lakeview Plaza, prepared by Blue Peak Engineering, Inc., 3-24-2020 (**Appendix I1**)