COLLIER COMMERCIAL PROPERTIES
PLANNING APPLICATION NO. 2021-22

GENERAL PLAN AMENDMENT NO. 2021-02
ZONING CHANGE NO. 2021-02
INDUSTRIAL DESIGN REVIEW NO. 2021-03
CONDITIONAL USE PERMIT NO. 2022-25

ENVIRONMENTAL REVIEW NO. 2023-03

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared By:

CITY OF LAKE ELSINORE
130 South Main Street
Lake Elsinore, CA 92530

Applicant:

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29400 Enterprise Way
Lake Elsinore, CA 92530

Environmental Consultant:

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October 2025

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I. INTRODUCTION

A. PURPOSE

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

B. CALIFORNIA ENVIRONMENTAL QUALITY ACT

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

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

- The 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 other responsible public agencies or agencies 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, 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 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. Responses will consider the whole action involved, including off site as well as on site, 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 (State Clearinghouse [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, as applicable. This document, therefore, evaluates site-specific impacts where possible and relies upon the analysis contained within the Lake Elsinore General Plan Final EIR for broader 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/Negative Declaration 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. Documents Incorporated by Reference/Technical Studies

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: *Air Quality & Greenhouse Gas Emissions Assessment, Collier Commercial Properties Project,* Lake Elsinore, California. ECORP Consulting, Inc. Revised December 2024.

- Appendix B: *Biological Technical Report and Multiple Species Habitat Conservation Plan Consistency Analysis for the Collier Commercial Properties*, Riverside County, California. ECORP Consulting, Inc. Revised December 2024.

- Appendix C: *Cultural Resources Inventory for the Collier Commercial Properties Project*, City of Lake Elsinore, California. ECORP Consulting, Inc. Revised August 2024.

- Appendix D: *Preliminary Geotechnical Investigation, Proposed Commercial Development, Collier Avenue*, APN's 377-190-002, 377-190-003, 377-190-004, Lake Elsinore, California 92530. SoCal Professional Engineers. April 25, 2021.

- Appendix E: *Phase One Environmental Site Assessment, APNS 377-190-002, 377-190-003, 377-190-004 Collier Avenue*, Lake Elsinore, California 92530. S & S Commercial Environmental Services, Inc. October 28, 2024.

- Appendix F: *Hydrology and Hydraulic Calculations, Collier Commercial Properties*, City of Lake Elsinore, CA 92530. NM Civil Engineering, Inc., January 16, 2023.

- Appendix G: *Preliminary Project Specific Water Quality Management Plan, A Template for Projects located within the Santa Ana Watershed Region of Riverside County,* COLLIER COMMERCIAL PROPERTIES (Collier Ave. & Minthorn St.). NM Civil Engineering, Inc. January 16, 2023.

- Appendix H: *Noise Impact Assessment, Collier Commercial Properties,* Lake Elsinore, California, ECORP Consulting, Inc., Revised August 2024.

- Appendix I: *Trip Generation and VMT Screening Memo, Construction Equipment Rental Facility, 29400 Enterprise Way, Lake Elsinore*. K2 Traffic Engineering, Inc., March 25, 2022.

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: Monday - Thursday: 8 a.m. - 5 p.m.
Friday: 8 a.m. - 4 p.m.
Closed Holidays

II. PROJECT DESCRIPTION

A. PROJECT LOCATION AND SETTING

The proposed Collier Commercial Properties Project (project) is located in the City of Lake Elsinore (City), in the western portion of Riverside County, California (see Figure 1, *Regional Location*). The approximately 2.64-acre project site consists of three parcels (APNs 337-190-002, -003, and -004) bound by Collier Avenue on the north and West Minthorn Street on the south (see Figure 2, *USGS Topography*, and Figure 3, *Aerial Photograph*). The project is within Section 6 within Township 6 South, Range 4 West, as shown on the Lake Elsinore U.S. Geologic Survey (USGS) 7.5' quadrangles. The project site is located within the Business District (City 2011a) with a General Plan land use designation of General Commercial and a corresponding zone classification of General Commercial (C2; City 2025).

The site is currently vacant and disturbed with a gravel construction storage lot and scattered weedy vegetation. Overhead utility lines and poles occur along the northern and southern site boundaries. The site is fenced around the perimeter. Surrounding uses include Collier Avenue and Interstate (I-) 15 to the north, a tow yard to the east, West Minthorn Street and an industrial storage yard to the south, and a stormwater detention basin to the west. I-15 is located approximately 220 feet to the northeast and State Route (SR) 74 is approximately 4,200 feet to the northwest. Lake Elsinore is located approximately one mile to the southwest.

Topographically, the project site is flat with an average elevation of 1,290 feet above mean sea level. The project site is primarily underlain by Holocene and late Pleistocene-aged young alluvial fan deposits and young alluvial-channel deposits. According to the Natural Resource Conservation Service soil mapping (Natural Resource Conservation Service 2025), on-site soils consist of Arbuckle gravelly loam (15 to 25 percent slopes); Cortina gravelly coarse sandy loam (2 to 8 percent slopes); and Waukena loamy fine sand, saline-alkali. The biological setting in the general area is largely disturbed, having been cleared and repeatedly treaded by vehicles. No vegetation communities are present on the site; the entire site is disturbed. Immediately west of the project, a Riverside County Flood Control and Water Conservation District drainage channel passes through a detention basin on a heavily disturbed lot as it drains south towards Lake Elsinore.

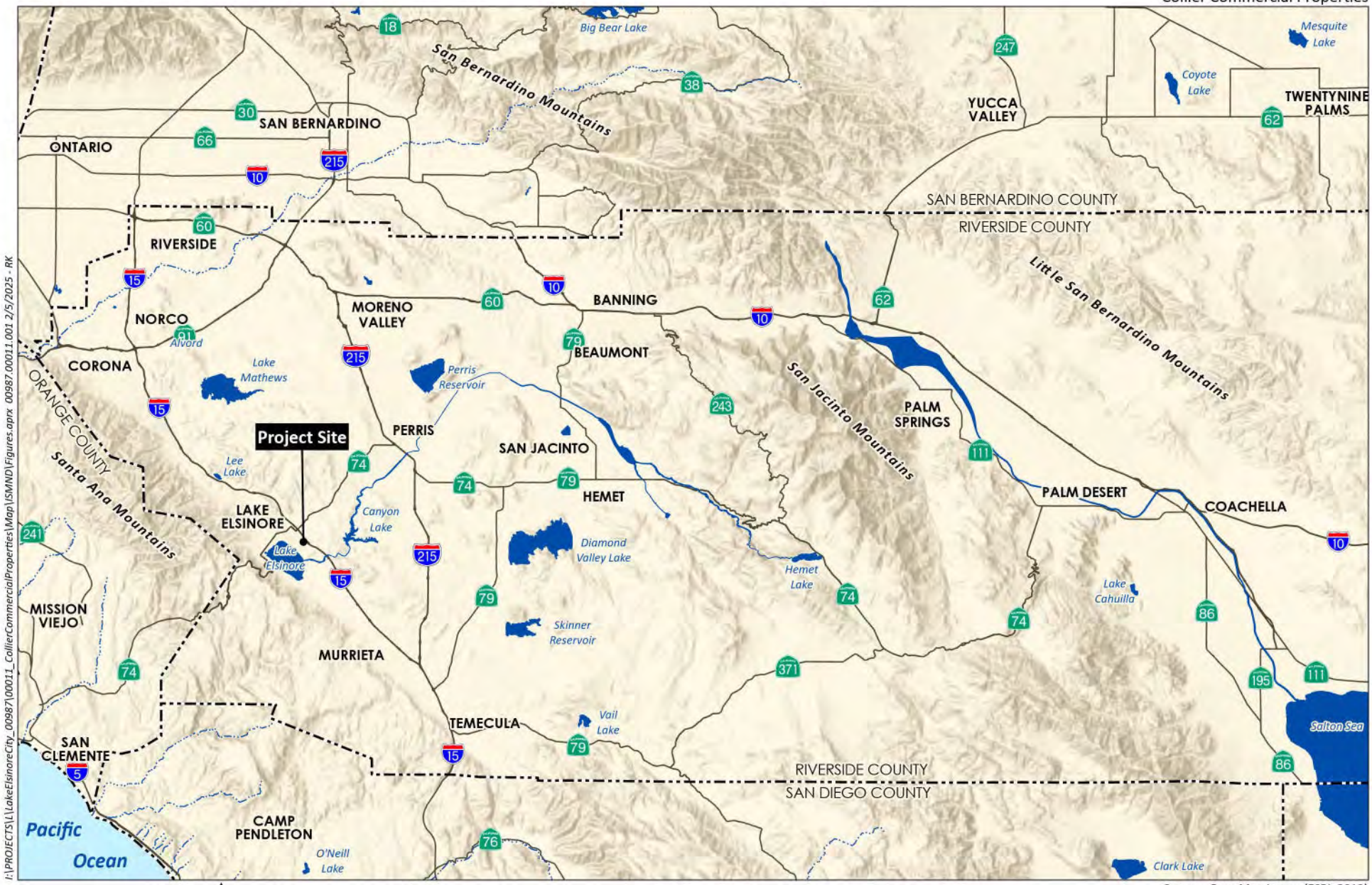
B. PROJECT DESCRIPTION

The project entails the construction of a new one-story office building, one-story warehouse building, outdoor storage yard, and associated improvements. See Figure 4, *Site Plan.* The project also proposes a General Plan Amendment and Zone Change to change the site's General Plan land use designation from General Commercial (GC) to Limited Industrial (LI) and zoning from C2 to Limited Manufacturing (M1).

Project Components

The project would involve a 3,000-square foot (sf) office building and an 8,975-sf warehouse building on approximately 0.3 acres of the site's 2.64 acres. The one-story office building and a surface parking lot would occupy the southern portion of the property, while the warehouse and an outdoor storage yard would occupy the northern portion of the property. The proposed office and warehouse buildings would have light gray stucco walls, dark grey metal roofs and canopies, and outdoor wall lights with charcoal-colored fixtures. The office building would also include grey stone veneer facing and glass windows and doors. The office building would reach a maximum height of 20 feet and the warehouse building would reach a maximum height of 30 feet (See Figures 5a and 5b, *Building Elevations*). The outdoor storage yard would encompass 17,896 sf.

Collier Commercial Properties



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0 10 Miles

Source: Base Map Layers (ESRI, 2013)

HELIX Environmental Planning

Regional Location

Figure 1



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0 2,000 Feet

Source: Lake Elsinore 7.5' Quad (USGS)

HELIX Environmental Planning

USGS Topography

Figure 2



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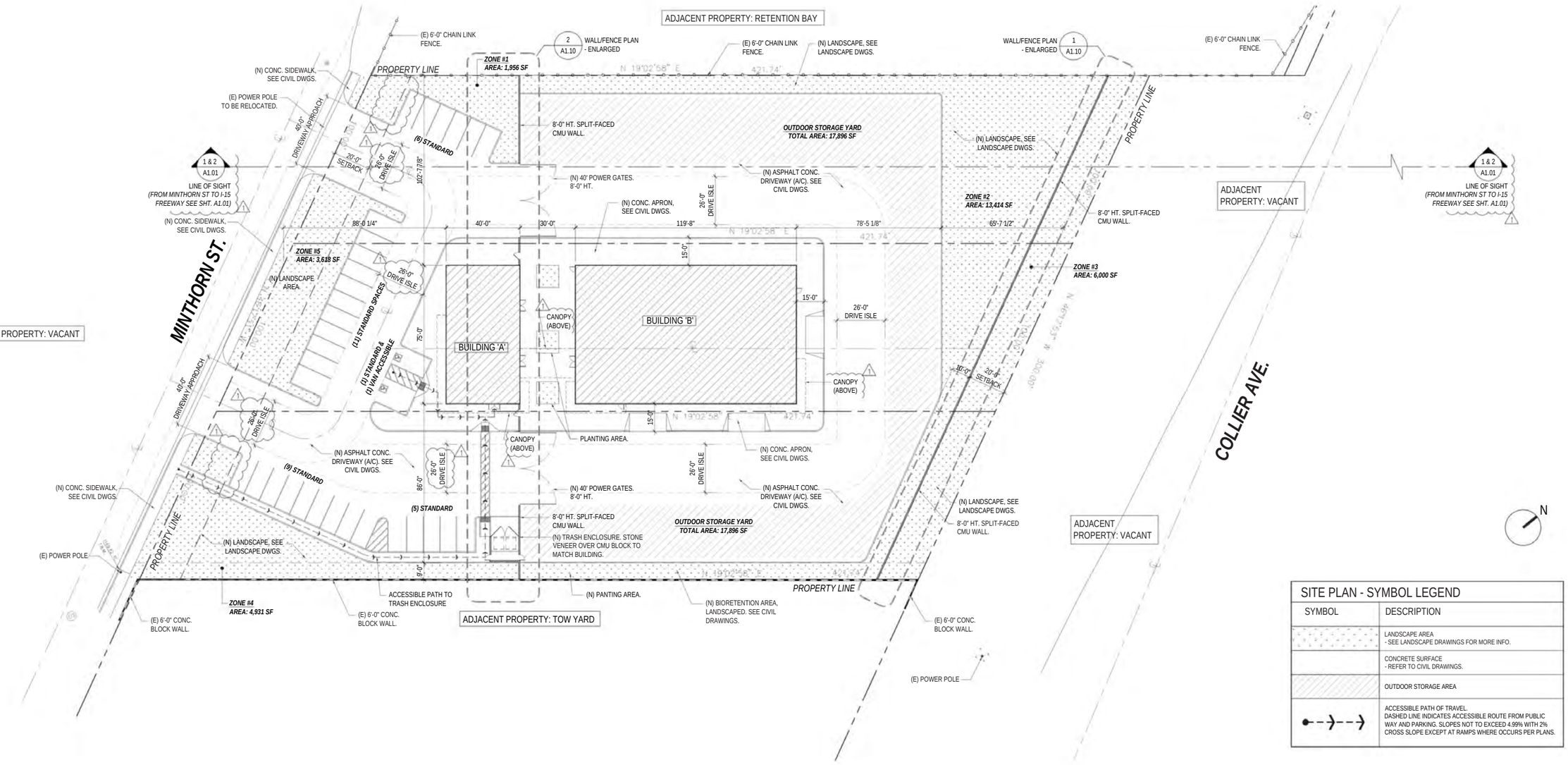
0 100 Feet

Source: Aerial (Esri 2024)

HELIX Environmental Planning

Aerial Photograph

Figure 3



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Source: ZANE ARCHITECTURE 2023

HELIX Environmental Planning

Site Plan

Figure 4



3 FRONT ELEVATION (SOUTH) - BLDG 'B'
SCALE: 1/8" = 1'-0"



2 FRONT ELEVATION (SOUTH) - BLDG 'A'
SCALE: 1/8" = 1'-0"



1 RIGHT ELEVATION (EAST)
SCALE: 1/8" = 1'-0"

COLOR AND MATERIAL LEGEND

NOTE: SEE SHEET A3.30 FOR MATERIAL SAMPLE BOARD

MARK	MATERIAL	COLOR/SPEC.	REMARKS
1	EIFS / STUCCO FINISH BY: DRYVIT	COLOR: DUNN-EDWARDS "DOLPHIN TALES" DET600	–
2	STANDING SEAM METAL ROOF BY: ASC BUILDING PRODUCTS	SLATE GREY/ DESIGN SPAN HP	FACTORY APPLIED COLOR
3	WINDOWS AND STOREFRONT BY: ARCADIA OR EQUAL	COLOR TO MATCH DUNN-EDWARDS - DE6322	FACTORY APPLIED COLOR
4	EXTERIOR DOORS AND OVERHEAD DOOR	COLOR TO MATCH DUNN-EDWARDS - DE6322	FACTORY APPLIED COLOR
5	METAL CANOPY	COLOR TO MATCH DUNN-EDWARDS - DE6322	–
6	METAL PLANTERS BY: TBD	FINISH: CHARCOAL	SIZE PER PLANS
7	OUTDOOR WALL LIGHT BY: TECH LIGHTING OR EQ.	FINISH: CHARCOAL	12" HIGH INTEGRATED LED WALL SCONCE
8	STONE VENEER - SPLIT FACE BY: EL DORADO	CANNONDE (GREY)/ CUT COARSE STONE	–

Source: ZANE ARCHITECTURE 2023

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Building Elevations

Figure 5a



COLOR AND MATERIAL LEGEND

NOTE: SEE SHEET A3.30 FOR MATERIAL SAMPLE BOARD

MARK	MATERIAL	COLOR/SPEC.	REMARKS
1	EIFS / STUCCO FINISH BY: DRYVIT	COLOR: DUNN-EDWARDS "DOLPHIN TALES" DET600	–
2	STANDING SEAM METAL ROOF BY: ASC BUILDING PRODUCTS	SLATE GREY/ DESIGN SPAN HP	FACTORY APPLIED COLOR
3	WINDOWS AND STOREFRONT BY: ARCADIA OR EQUAL	COLOR TO MATCH DUNN-EDWARDS - DE6322	FACTORY APPLIED COLOR
4	EXTERIOR DOORS AND OVERHEAD DOOR	COLOR TO MATCH DUNN-EDWARDS - DE6322	FACTORY APPLIED COLOR
5	METAL CANOPY	COLOR TO MATCH DUNN-EDWARDS - DE6322	–
6	METAL PLANTERS BY: TBD	FINISH: CHARCOAL	SIZE PER PLANS
7	OUTDOOR WALL LIGHT BY: TECH LIGHTING OR EQ.	FINISH: CHARCOAL	12" HIGH INTEGRATED LED WALL SCONCE
8	STONE VENEER - SPLIT FACE BY: EL DORADO	CANNONDE (GREY)/ CUT COARSE STONE	–

Source: ZANE ARCHITECTURE 2023

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Building Elevations

Figure 5b

Access, Circulation, and Parking

Access to the project site would be provided via two new full access driveways on West Minthorn Street. Internal circulation would be provided by 26-foot-wide drive aisles that would extend around the proposed buildings. Two power gates would be provided along the drive aisles that would limit access to the warehouse and outdoor storage yard.

Office and warehouse employee parking would be provided in a surface lot adjacent to the office building. A total of 33 parking spaces would be provided, including 31 standard spaces and 2 accessible spaces.

Landscaping/Hardscape

Landscaping would be provided along the project frontage on West Minthorn Street, project entries, proposed buildings, surface parking lot, and the project perimeter. White Crape Myrtle trees would be planted along the project frontage on West Minthorn Street, and additional trees (e.g., Pink Dawn Chitalpa, Carrotwood, Light Red Crape Myrtle, and Evergreen Pear), shrubs (African lily, lantana, Tuscan rosemary, blue gem rosemary), vines (cat's claw vine), and groundcovers (acacia, coyote brush, and gold and purple lantana) would be planted throughout the project site. Holly Oak domed screen trees would be planted along the project's northern property line. The project would include a total planting area of approximately 29,919 sf with approximately 40 trees. See Figure 6, *Proposed Landscape Plan*.

Proposed hardscape improvements would include outdoor seating and tables, overhead shade structures, and decorative lighting and planters. A trash enclosure would be provided in the eastern portion of the site. The project would install a new concrete sidewalk and curb/gutter and widen the roadway pavement along the project frontage on West Minthorn Street.

Walls, Fences, and Signage

Proposed walls and fencing would include a new eight-foot-high concrete masonry unit (CMU) wall along the northern property line, two eight-foot-high CMU walls at the on-site gates along the internal drive aisles, new eight-foot-high metal wall siding pedestrian gates, and eight-foot-high metal wall siding motorized gates throughout the site. The existing six-foot-high concrete block walls along the eastern property line and existing six-foot-high chain link fence along western property line would remain.

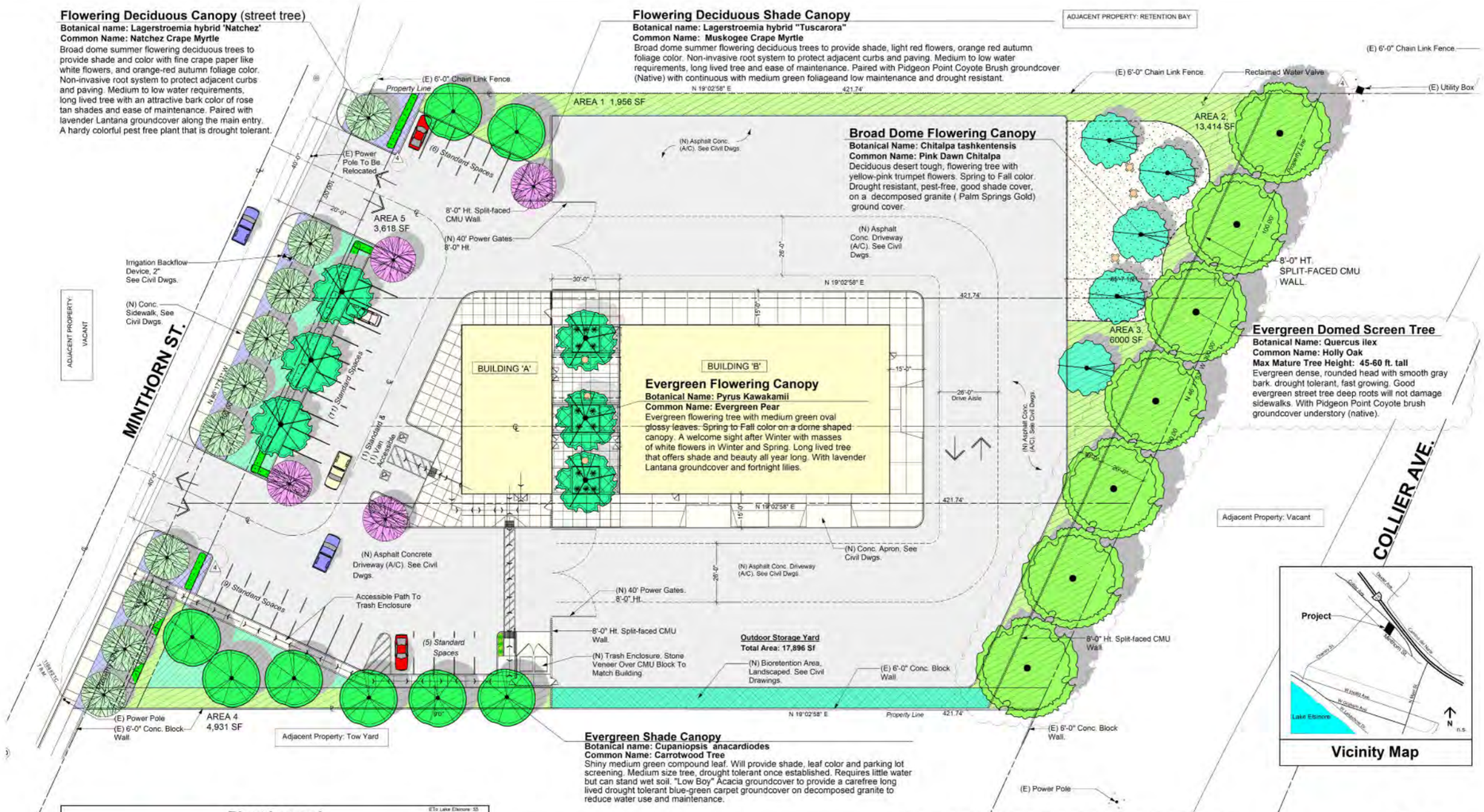
Utilities

Proposed utilities would include construction of water, sewer, and storm drain laterals and pipelines, as well as connections to existing electric, natural gas, and telecommunication lines. Water and sewer service would be provided by the Elsinore Valley Municipal Water District (EVMWD) through connections to existing pipelines in West Minthorn Street. In addition, an existing electrical power pole along the West Minthorn Street frontage would be relocated.

A proposed bioretention basin in the southeastern corner of the site would capture off-flows from site. Landscaped and graveled areas would catch additional site runoff and provide water quality treatment.

Project Phasing and Construction Schedule

The project would be constructed in one phase lasting approximately 10 months. Grading would require approximately 280 cubic yards of cut and 1,000 cubic yards of fill, resulting in 720 cubic yards of soil import.



Plant Legend

ETo Lake Elsinore: 55 WUCOL Zone: 4 CIMIS ETo Zone: 9 Sunset Climate Zone: 18

Symbol	Botanical Name	Common Name	Size	WUCOLS
(T-C)	**Trees**			
T-CT	Chitalpa tashkentensis "Pink Dawn"	Pink Dawn Chitalpa	24" Box	L
T-CA	Cupaniopsis anacardioides	Carrotwood	24" Box	L
T-L	Lagerstroemia hybrid "Tuscarora"	Crape Myrtle (Light Red)	24" Box	M
T-L	Lagerstroemia hybrid 'Natchez'	Crape Myrtle (White)	24" Box	M
T-S	Pyrus Kawakami	Evergreen Pear	36" box	L
T-Q	Quercus ilex	Holly Oak	24" Box	L

Plant Legend (cont.)

ETo Lake Elsinore: 55 WUCOL Zone: 4 CIMIS ETo Zone: 9 Sunset Climate Zone: 18

Symbol	Botanical Name	Common Name	Size	WUCOLS
(D)	**Shrubs**			
D	Dietes iridioides "John's Runner"	African Lily	5 gal.	M
L	Lantana x 'Confetti'	Lantana	1 gal.	L
R	Rosmarinus officinalis 'Tuscan'	Tuscan Rosemary	5 gal.	M
W	Westringia 'Blue Gem'	Blue Gem Coast Rosemary	5 gal.	L
(V-M)	**Vines**			
V-M	Macfadyena unguis-cati *Note: #1	Cat's Claw Vine 30' o.c.	1 gal	L
(G-A)	**Groundcover**			
(G-A)	Acacia redolens 'Low Boy'	Acacia	1 gal.	L
(G-B)	Baccharis pilularis 'Pidgeon Point'	Coyote Brush	1 gal.	L
G-LC	Lantana x 'Gold Rush'	Gold Lantana 3' o.c.	1 gal.	L
G-L	Lantana montevidensis	Purple Lantana 3' o.c.	1 gal.	L
G-DG	Decomposed Granite (DG) Palm Springs Gold 2" layer see note #1		CY	-

Note #1- DG over weed free fabric on compacted base.

Landscape Concept Plan

Source: Pacific Landscape Design 2022

Proposed Landscape Plan

Figure 6

I:\PROJECTS\LL\LakeElsinoreCity_00987\00011_CollierCommercialProperties\Map\SMND\Fig6_LanscapePlan.indd 00987.00010.001 02/05/25 -RK

III. ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. **Project Title:** Collier Commercial Properties

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

3. **Contact Person and Phone Number:** Carlos Serna, Associate Planner (951) 824-7415

4. **Project Location:** North of West Minthorn Street; APNs 337-190-002, -003, -004.

5. **Project Sponsor's Name and Address:** Collier Commercial Properties, 29400 Enterprise Way, Lake Elsinore, CA 92530

6. **General Plan Designation:** Existing: General Commercial (GC); Proposed: Limited Industrial (LI)

7. **Zoning:** Existing: General Commercial (C2); Proposed: Limited Manufacturing (M1)

8. **Description of Project:** See project description in Section II.B, *Project Description*, above.

9. **Surrounding Land Uses and Setting:** See project location and setting in Section II.A, *Project Location and Setting*, above.

10. **Other Public Agencies Whose Approval is Required**: The project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction of Land Disturbance Activities (State Water Resources Control Board [SWRCB] Order No. 2009-0009-DWQ, NPDES No. CA2000002), in addition to related City requirements for storm water and erosion control.

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 the Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, Rincon Band of Luiseño Indians, Pechanga Band of Indians, Soboba Band of Luiseño Indians and Torres-Martinez Desert Cahuilla Indians Tribes on January 26, 2023. The Pechanga, Rincon, and Soboba tribes requested to be consulted. Meetings were held with the Soboba Tribe on November 7, 2023, December 17, 2024, April 15, 2025, and July 2, 2025. Meetings were held with the Pechanga Tribe on November 30, 2023, December 19, 2024, April 22, 2025, and June 24, 2025. Meetings were held with the Rincon Tribe on April 3, 2025. The City concluded consultation with the Rincon Band of Luiseño Indians on June 25, 2025, the Soboba Band of Luiseño Indians on July 2, 2025, and with the Pechanga Band of Indians on July 28, 2025.

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," or "Less Than Significant With Mitigation Incorporated" 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.

Carlos Ivan Serna-Ortiz — 10/06/2025

Carlos Serna, Associate Planner — 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?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code 4526), or timberland zoned Timberland Production (as defined by Government Code Section 452651104(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 or conversion of forest land to non-forest land 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 Wildlife 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 Wildlife 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?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Section 15064.5?	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 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?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 off-site;	☐	☐	☒	☐
	iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
	iv) Impede or redirect flood flows?	☐	☐	☒	☐
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

IV. ENVIRONMENTAL ANALYSIS

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

I. AESTHETICS

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

The City's aesthetic setting is characterized by urbanized development of various densities occurring within varied topographical features and interspersed with undeveloped natural areas. Scenic resources within and surrounding the City include Lake Elsinore, portions of the Cleveland National Forest, rugged hillside land, distant mountains and ridgelines, rocky outcroppings, streams, vacant land with native vegetation, parkland, and buildings of historical and cultural significance.

The City of Lake Elsinore General Plan (General Plan) Resource Protection & Preservation Element identifies landscaped viewshed units of scenic vistas that include Lake Elsinore, urban areas around the lake, and the rugged vacant hills in the northern and eastern portion of the City. Specifically, the City comprises 15 landscape viewshed units as indicated on General Plan Figure 4.9 (City 2011b). Each of these units have distinct viewsheds defined by man-made structures and physiographical features such as landform, water, or cultural features, tourism, commercial and recreation, and related uses and an open space buffer. The project site is within the southeastern portion of viewshed unit 13. The General Plan describes this area as mainly developed with manufacturing land uses and the Lake Elsinore Outlet Mall on flat topography.

Due to the importance of Lake Elsinore as the largest natural lake in southern California, scenic resources were addressed in the General Plan by identifying public vantage points of the lake throughout the City. Vantage points identified in Figure 4.10 of the General Plan include portions of northbound I-15, Ortega Highway, the Lake Elsinore Recreation Area and Campground, the baseball stadium, the boat launch on the eastern edge of the lake, and the Aloha Yacht Club Pier lookout. No vantage points occur within or near the project site. The closest vantage point, Aloha Yacht Club Pier lookout, is approximately 1.1 miles to the southeast. While the project site is identified in the General Plan as partially within the Lake Elsinore viewshed, Lake Elsinore is not visible from the project site due to the hills and intervening structures to the south. The project's proposed development would not obstruct views of Lake Elsinore from any of the vantage points identified in the General Plan. As such, the project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan Resource Protection & Preservation Element, General Plan EIR)

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

California's Scenic Highway Program was created by the legislature in 1963 to protect and enhance the natural scenic beauty of California highways and adjacent corridors. The State Scenic Highway System includes a list of highways that are either officially designated or eligible for designation as scenic highways. There are no officially designated scenic highways near the project site. The California Department of Transportation (Caltrans) currently identifies both I-15 and SR 74 as eligible for listing as state scenic highways, but they are not yet officially designated (Caltrans 2025). The project site is located

approximately 220 feet southwest of I-15 and is visible from portions of I-15. SR 74 is approximately 0.80 mile to the northwest of the project site and views of the project site from SR 74 are obstructed by intervening development. Although the site is located near both of these highways, the project would not involve the removal of existing trees during construction. New trees would be planted on site as part of the project that would result in a net increase in trees compared to the existing condition. The project would not substantially modify views along I-15 or SR 74 such that they would detract from the visual attributes that contribute to their eligible designation as potentially protected resources. There are no notable rock outcroppings or historic buildings within or adjacent to the project site. As such, impacts to scenic resources would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: California State Scenic Highway System Map [Caltrans 2025])

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? (Less Than Significant Impact)

CEQA defines the term "urbanized area" to mean an incorporated city that has a population of at least 100,000 persons or has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons. U.S. Department of Commerce Bureau of the Census (U.S. Census Bureau) data from 2023 indicates that the City has a population of 73,028 and the adjacent City of Wildomar has a population of 37,087 (U.S. Census Bureau 2023). Thus, the project site is considered to be located within an urbanized area within the context of CEQA and is evaluated relative to applicable zoning and other regulations governing scenic quality.

The project site is currently designated/zoned as General Commercial and proposes changing the site's land use designation to Limited Industrial and its zoning to Limited Manufacturing (M1). The project site is located within the southeast area of the Business District of the City, which is intended to become a commercial and industrial hub for the community (City 2011a). Limited Industrial land uses straddle the Temescal Wash floodway south of I-15, while the area surrounding the project site is primarily designated General Commercial and Commercial Mixed Use. Development applications are reviewed by the City for consistency with the goals, policies, and development standards of the General Plan and Lake Elsinore Municipal Code (LEMC). According to the General Plan, the Floor Area Ratio (FAR) for the Limited Industrial designation is 0.45. The project has a proposed FAR of 0.10 and is therefore consistent with this requirement. Chapter 17.136 of the LEMC establishes development standards for the M1 zone. According to the LEMC, the front and rear yard setbacks should average 20 feet but not be less than 15 feet. The project has 20-foot front and rear setbacks and would comply with this requirement. The project would have a maximum height of 30 feet, which would not exceed the LEMC's building height limitation of 40 feet. The project would also comply with the LEMC's landscape improvement requirements, which require an average of 20 feet of landscaping between parking areas and the public right of way, and landscape coverage equivalent to 12 percent of the total lot area. The project would provide a 20-foot landscaped setback and approximately 26 percent of the site would be landscaped. Additionally, as part of the project landscaping, tree spacing, distance from curbs and sidewalks, and other aesthetic guidelines shall be followed in accordance with LEMC Ordinance 1256, as discussed in LEMC Chapter 5.120. Therefore, the project would not conflict with applicable development standards related to aesthetics.

Section 4.8.3 of the General Plan addresses aesthetics goals, including: maintaining a natural and built environment that is visually pleasing to City residents and visitors; preserving valued public views

throughout the City; and minimizing activities, development, and landform modification that could distract viewers from the City's visual character. The following policies from Section 4.8.3 apply to the project:

- Policy 11.1: For new developments and redevelopment, encourage the maintenance and incorporation of existing mature trees and other substantial vegetation on the site, whether naturally-occurring or planted, into the landscape design.

- Policy 11.3: Where appropriate, encourage new planting of native and/or non-invasive ornamental plants to enhance the scenic setting of public and private lands.

- Policy 12.1: Encourage development designs and concepts that provide public views of Lake Elsinore and local ridgelines through proper siting, building design, and landscape design.

- Policy 12.3: Encourage new development and redevelopment to incorporate views of Lake Elsinore from roadways and other public spaces that provide residents and tourists with scenic vistas to the water, marinas, and lakeshore activities.

The project site is disturbed and does not contain trees and native vegetation. During project construction, approximately 40 new trees would be planted, including native and non-invasive species, as well as various shrubs, vines, and groundcovers. Because the project site is relatively flat and views of Lake Elsinore are obstructed by structures and hills, the project would not provide public views of the lake. The project therefore would be consistent with these applicable General Plan policies related to scenic quality.

The project is consistent with the applicable zoning or other regulations governing scenic quality. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan Resource Protection & Preservation Element; General Plan Business District)

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

According to the City's General Plan, light and glare impacts to the Mount Palomar Observatory are of concern to the City. Areas of light pollution impacts have been identified through a "ring analysis," where primary impacts to the Observatory are within a 30-mile radius, and secondary impacts are within a radius of up to 45 miles. According to General Plan Figure 4.12, the project site is located within the 45-mile secondary impact radius. The project site is currently vacant, with no existing on-site sources of light or glare. Existing off-site sources of night lighting attributed to nearby industrial and commercial development include streetlamps, accent and security lighting, parking lot lighting, and vehicle headlights. Nighttime project lighting would be similar to the existing nighttime lighting of surrounding uses. In addition, the project would be required to comply with applicable sections of the LEMC with regard to lighting, including but not limited to:

- Section 17.112.040 (Nonresidential Development Standards) requires 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 glare or illumination on adjacent properties or streets.

- Section 17.148.110 (Parking Requirements) requires that adequate parking lot lighting for security purposes be required and maintained to effectively illuminate the parking area of all developments.

Lighting shall be located and designed so to preclude the direct glare of light shining onto adjacent property, streets, or into the sky above a horizontal plane passing through the luminaire.

Sources of glare result primarily during the day from parked cars located in large parking lots and from sunlight reflected from window glazing on buildings. The project would introduce new sources of daytime glare due to the new building windows and vehicles traveling to and from the site. Proposed building materials and design elements would comply with applicable development standards and would undergo design review to ensure that no adverse glare effects would occur. The trees and landscaping planted along the perimeter of the project site would also minimize potential glare effects.

Based on the above considerations, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and potential impacts associated with light or glare would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan, LEMC)

II. AGRICULTURE AND FORESTRY RESOURCES

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

Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. Unique farmland is land, other than prime farmland, that has combined conditions to produce sustained high quality and high yields of specialty crops. Farmland of Statewide Importance may include tracts of land that have been designated for agriculture by State law. In some areas that are not identified as having national or statewide importance, land is considered Farmland of Local Importance. The Farmland Mapping and Monitoring Program (FMMP) maintained by the California Department of Conservation (DOC) is the responsible state agency for overseeing the farmland classification.

According to the City's General Plan EIR (City 2011c), agricultural uses constitute approximately 0.8 percent of the City's total acreage. Some of this existing agricultural land, as well as vacant land used for purposes other than agriculture, are designated by the DOC 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) (City 2011c). Remaining land is considered Urban/Built-Up Land or Other Land, reflecting its developed uses or other characteristics making it unsuitable for agriculture. The project site is a vacant property that is designated by the FMMP as Other Land (DOC 2025). The DOC defines Other Land as land that cannot fit into any other category but is not suitable for agriculture, such as low-density urban development, brush areas not appropriate for livestock grazing, or strip mines. The site is currently not used for agriculture nor is it planned to be used for agriculture based on its existing land use and zoning designation of General Commercial. Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR, FMMP [DOC 2025])

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

The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use; in return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The Williamson Act is only applicable to parcels within an established agricultural preserve consisting of at least 20 acres of Prime Farmland, or at least 40 acres of land not designated as Prime Farmland. The Williamson Act is designed to prevent the premature and unnecessary conversion of open space lands and agricultural areas to urban uses.

As stated in Item II(a), the project site is in an area classified by the DOC as Other Land. No farmland or agricultural resources are present. The project site is zoned as C2 and does not allow for agricultural land uses. Further, the City's General Plan EIR indicates that there are no Williamson Act agricultural preserves within the City boundaries. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR, Zoning Map)

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)? (No Impact)

Public Resources Code Section 12220(g) defines "forest land" as land that can support ten percent native 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. Public Resources Code Section 4526 defies "timberland" as other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Based on these definitions, no forest land or timberland occurs within or adjacent to the project site. There are no trees on the project site. Moreover, there is no land zoned as forest land or timberland that exists within the project site or within its vicinity. Therefore, the project would not conflict with existing zoning for or cause a rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

(Sources: Zoning Map; Public Resources Code Sections 12220(g) and 4526)

d) Result in the loss of forest land or conversion of forest land to non-forest uses? (No Impact)

As stated in Item II(c) above, implementation of the project would not result in the loss or conversion of forest land to non-forest use because no forest land exists on the project site or in the surrounding area. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan, Zoning Map, Public Resources Code Section 12220[g])

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 or conversion of forest land to non-forest land use? (No Impact)

There are no agricultural operations or timberland production operations within the project site or vicinity. As stated in Items II(a) and II(c) above, implementation of the project would not result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

Mitigation Measures: No mitigation measures are required.

(Sources: Zoning Map)

III. AIR QUALITY

This section is based on the Air Quality and Greenhouse Gas Emissions Assessment prepared for the project by ECORP Consulting, Inc. (2024a; Appendix A) prepared for the project.

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

The City is located within the South Coast Air Basin (SoCAB) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the SoCAB (SCAQMD 2022). The AQMP is a series of plans adopted for the purpose of reaching short- and long-term goals for those pollutants. The SoCAB is designated as a 'nonattainment' area because the SCAQMD does not meet federal and/or State Ambient Air Quality Standards (AAQS). The SoCAB is designated as in attainment or unclassifiable attainment (expected to be meeting the standard despite a lack of monitoring data) for all federal air quality standards except for the 8-hour ozone (O_3) and fine particulate matter ($PM_{2.5}$) standards. The SoCAB is also designated as in nonattainment for state air quality standards for 8-hour O_3 and $PM_{2.5}$, and additionally is in nonattainment of state coarse particulate matter (PM_{10}) standards. The regional air quality plan, the 2022 AQMP, outlines measures to reduce emissions of O_3 and $PM_{2.5}$. Whereas reducing PM concentrations is achieved by reducing emissions of $PM_{2.5}$ to the atmosphere, reducing O_3 concentrations is achieved by reducing the precursors of photochemical formation of O_3, volatile organic compounds, and nitric oxides (NO_X).

The land use and transportation control portions of the AQMP are based on the regional growth forecasts included in SCAG's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), which is a long-range transportation plan that uses growth forecasts to project trends over a 20-year period to identify regional transportation strategies to address mobility needs. Both the RTP/SCS and AQMP are based, in part, on projections originating with County and City General Plans. The two principal criteria for conformance to the AQMP are (1) whether a project would exceed the growth assumptions in the AQMP, and (2) whether a project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards.

The growth forecast for the 2022 AQMP is based in part on the land uses established by local general plans. Thus, if a project is consistent with land use as designated in the local general plan, it can normally be considered consistent with the 2022 AQMP. Projects that propose a different land use than is identified in the local general plan may also be considered consistent with the 2022 AQMP if the proposed land use is less intensive than buildout under the current designation. For projects that propose a land use that is more intensive than the current designation, analysis that is more detailed is required to assess conformance with the 2022 AQMP. The project site is designated and zoned as General Commercial and the project proposes

changing the site's land use and zoning to Limited Industrial and M1, respectively. The Limited Industrial designation is a more intense use (higher average emissions) than the General Commercial designation and a more detailed analysis of project emissions is therefore required. According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning, two main criteria must be addressed:

Criterion 1:

a) Would the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?

As shown in Item III(b) below in Table 2, *Maximum Daily Construction Emissions*, Table 3, *Summary of Project Operational Emissions*, and Table 4, *Maximum Localized Daily Emissions*, the project would not result in emissions that would exceed the SCAQMD regional and localized thresholds outlined in Table 1, *Maximum Daily Emissions Thresholds*, during construction or operations. Therefore, the project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

b) Would the project delay timely attainment of air quality standards or the interim emissions reduction specified in the AQMP?

As shown in Tables 2 and 3 in Item III(b) below, the project would be below the SCAQMD regional thresholds for construction and operation. Because the project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

Criterion 2:

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2022 AQMP?

The project site has a current land use designation and zoning of General Commercial and proposes to change the land use and zoning to Limited Industrial and M1, respectively. While the project does propose to change the site's anticipated land use, the project would not induce population growth. The project does not include any residential development that would increase the number of residents, and the employees would likely be pulled from the local population. According to the Institute of Transportation Engineers, the project's office and warehouse uses are anticipated to require a total of 21 employees, while a neighborhood retail center (pursuant to the current General Commercial land use designation and zoning) of the same size would require 20 employees (Institute of Transportation Engineers 2008). Therefore, the project would not result in a substantial increase in employment growth on the project site and would be consistent with the population, housing, and employment growth projections utilized in preparation of the 2022 AQMP. Additionally, the project is considered infill development as it proposes to develop a property in a rapidly urbanizing area with developed sites adjacent to the project site.

b) Would the project implement all feasible air quality mitigation measures?

In order to further reduce emissions, the project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 201, 402, 403, and 1113. SCAQMD Rule 402 prohibits the 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. SCAQMD Rule

403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. SCAQMD 1113 requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce reactive organic gas (ROG) emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. As such, the project meets this consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?

As described in Criterion 2(a) above, the project would be consistent with the population, housing, and employment growth projections utilized in preparation of the 2022 AQMP. The project would not induce population growth or a substantial increase in employment at the project site. As a result, the project would be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts.

In conclusion, the project would meet all parts of the two criterion discussed above. Therefore, the project would not conflict with or obstruct the implementation of the 2022 AQMP or applicable portions of the State Implementation Plan. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: 2022 Air Quality Management Plan [SCAQMD 2022]; Air Quality and Greenhouse Gas Emissions Assessment [ECORP Consulting, Inc. 2024a; Appendix A])

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? (Less Than Significant Impact)

The project's construction and operational emissions were calculated using the California Emissions Estimator Model (CalEEMod), Version 2020.4. 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 potential criteria pollutant and greenhouse gas (GHG) emissions associated with construction and operations from a variety of land use projects.

As discussed in Item III(a) above, the SoCAB is classified as in attainment for all criterion pollutants except for O_3, PM_{10}, and $PM_{2.5}$. The SoCAB is designated as a nonattainment area for federal AAQS for the 8-hour O_3 and $PM_{2.5}$ standards and is in nonattainment area under state PM_{10} standards. O_3 is not emitted directly but is a result of atmospheric activity on precursors. NO_X and ROG are known as the chief "precursors" of O_3. These compounds react in the presence of sunlight to produce O_3.

The project would result in criteria pollutant emissions during construction and operation. Construction activities that would generate emissions are anticipated to include site preparation, grading, building construction, paving, and architectural coating. Operational sources of emissions would include mobile sources (vehicle travel), energy sources (natural gas use), and area sources (landscape equipment use, consumer products, and architectural coatings). Both construction and operation would result in emissions of carbon monoxide (CO), ROGs, NO_X, sulfur oxides (SO_X), and particulate matter (PM_{10} and $PM_{2.5}$). The SCAQMD has adopted significance thresholds, referred to as mass emissions thresholds, to assess the regional impact of air pollutant emissions in the SoCAB, as identified below in Table 1. If the project's criteria pollutant and precursor emissions during construction and operation are below the SCAQMD daily

regional thresholds, the project would not result in a cumulatively considerable net increase of a criteria pollutant.

Table 1
Maximum Daily Emissions Thresholds
(pounds per day)

Pollutant	Construction	Operations
Reactive Organic Gases (ROG)	75	55
Nitrogen Oxides (NO_X)	100	55
Carbon Monoxide (CO)	550	550
Particulate Matter 10 microns in diameter (PM_{10})	150	150
Particulate Matter 2.5 microns in diameter ($PM_{2.5}$)	55	55
Sulfur Oxides (SO_X)	150	150

Source: ECORP Consulting, Inc. 2024a; Appendix A

Construction Emissions

The project would result in criteria pollutant emissions during its various construction activities, including site preparation, grading, building construction, paving, and architectural coating. Dust is typically the primary concern during construction of new buildings and infrastructure. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emissions include PM_{10} and $PM_{2.5}$. The SCAQMD requires the use of best available control measures for fugitive dust from construction activities, per SCAQMD Rule 403. The estimated construction emissions calculated for the project are presented below in Table 2. The complete CalEEMod output is provided in Appendix A to this document.

Table 2
Maximum Daily Construction Emissions
(pounds per day)

Year	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Year One	3.59	25.48	28.73	<1	3.62	2.05
Construction Year Two	3.37	23.65	28.50	<1	1.37	1.13
Maximum Daily Emissions[1]	**3.59**	**25.48**	**28.73**	**<1**	**3.62**	**2.05**
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: ECORP Consulting, Inc. 2024a; Appendix A

[1] Emissions were rounded to the nearest whole number. Emissions reported as <1 indicate that emissions were calculated to be less than 0.5 pound per day.

ROG = reactive organic gas; NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

As shown in Table 2, maximum daily construction emissions are estimated to be below SCAQMD significance thresholds. Therefore, project construction would not result in a cumulatively considerable net increase of criteria pollutant emissions and impacts would be less than significant.

Operational Emissions

Operational emissions associated with the project are shown below in Table 3. The complete CalEEMod output is provided in Appendix A to this document.

Table 3
Summary of Project Operational Emissions
(pounds per day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile Sources	0.41	0.63	4.55	0.01	1.12	0.30
Area Sources	0.26	0.00	0.00	0.00	0.00	0.00
Energy Sources	0.01	0.10	0.08	0.00	0.07	0.07
Maximum Daily Emissions	**0.69[1]**	**0.73**	**4.64**	**0.01**	**1.13**	**0.31**
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: ECORP Consulting, Inc. 2024a; Appendix A

[1]Totals may not add due to rounding.

ROG = reactive organic gas; NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

As shown in Table 3, operational emissions would be below the SCAQMD significance thresholds. Therefore, project operation would not result in a cumulatively considerable net increase of criteria pollutant emissions and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Air Quality and Greenhouse Gas Emissions Assessment [ECORP Consulting, Inc. 2024a; Appendix A])

c) Expose sensitive receptors to substantial pollutant concentrations? (Less Than Significant Impact)

Air quality impacts are analyzed relative to those persons with the greatest sensitivity to air pollution exposure. Such persons are called "sensitive receptors." Sensitive population groups include young children, the elderly, and the acutely and chronically ill (especially those with cardio-respiratory disease). Residential areas are considered to be sensitive to air pollution exposure because they may be occupied for extended periods, and residents may be outdoors when exposure is highest. Schools are similarly considered to be sensitive receptors. The closest existing sensitive receptor to the project site is a single family-residence located approximately 700 feet northwest of the project, fronting Collier Avenue.

The following analysis addresses potential impacts to sensitive receptors associated with localized criteria pollutant emissions, toxic air contaminants (TACs), and CO hot spots.

Localized Criteria Pollutant Emissions

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level, called Localized Significance Thresholds (LSTs; SCAQMD 2009). LSTs represent the maximum emissions from a project that could occur, beyond which the project would cause or contribute measurably to an exceedance of the most stringent applicable federal or state ambient air quality standard. LSTs are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$. LSTs are developed based on the ambient pollutant concentrations for each source receptor area (SRA), distance to the nearest sensitive receptor, and size of the project site, and are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital, or convalescent facility.

The LST methodology translates the concentration standards into emissions thresholds that are a function of project site area, source to receptor distance (specifically, within 25, 50, 100, 200, or 500 meters), and

the location within the SoCAB. The LST methodology limits the emissions of consideration to those generated from on-site activities and is recommended to be limited to projects of five acres or less and to avoid the need for complex dispersion modeling. If a project exceeds the LST look up values, then the SCAQMD recommends that project-specific localized air quality modeling be performed.

The project is within SRA 25, Lake Elsinore. The closest sensitive receptors are located approximately 700 feet (213 meters) to the northwest. Using the LST methodology, the project would have a maximum disturbance footprint of 2.0 acres during site preparation and grading, and 1.0 acre during building construction, paving, and architectural coating. Therefore, the LSTs in the SRA 25 for receptors located within 200 meters are used for project sites of five acres or less.

According to the SCAQMD localized significance threshold methodology (SCAQMD 2008), LSTs would apply to the operational phase of a project only if the project includes stationary sources (e.g., smokestacks) or attracts heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., large warehouse or transfer facilities). The project does not include such uses. Therefore, the operational LST protocol is not applied.

The maximum daily localized emissions from project construction and LSTs are presented in Table 4.

Table 4
Maximum Localized Daily Emissions
(pounds per day)

Pollutant	Construction Phase		
	Site Preparation	**Grading**	**Building Construction, Paving, and Architectural Coating**
NO_X Analysis			
NOx Threshold	*521*	*521*	*460*
Project NOx Emissions	**15.67**	**16.98**	**25.34**
Significant?	***No***	***No***	***No***
CO Analysis			
CO Threshold	*5,641*	*5,641*	*4,850*
Project CO Emissions	**10.06**	**9.22**	**27.86**
Significant?	***No***	***No***	***No***
PM_{10} Analysis			
PM_{10} Threshold	*75*	*75*	*67*
Project PM_{10} Emissions	**1.22**	**3.50**	**1.27**
Significant?	***No***	***No***	***No***
$PM_{2.5}$ Analysis			
$PM_{2.5}$ Threshold	*23*	*23*	*20*
Project $PM_{2.5}$ Emissions	**0.61**	**2.02**	**0.80**
Significant?	***No***	***No***	***No***

Source: ECORP Consulting, Inc. 2024a; Appendix A; SCAQMD 2008.
Emissions are assessed against the threshold for 1-acre project sites with sensitive receptors within 25 meters of the project site boundary.
NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

As indicated in Table 4, project emissions would be below the applicable LSTs for construction, and LST impacts would be less than significant.

Toxic Air Contaminants (TACs)

The Health and Safety Code (Section 39655, subd. (a).) defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the Federal Clean Air Act (42 United States Code Section 7412[b]) is a TAC. Under State law, the California Environmental Protection Agency, acting through the California Air Resources Board (CARB), is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health. Of particular concern statewide are diesel-exhaust particulate matter (DPM) emissions. DPM was established as a TAC in 1998 and is estimated to represent a majority of the cancer risk from TACs statewide (based on the statewide average). Diesel exhaust is a complex mixture of gases, vapors, and fine particles.

Construction

Construction-related activities would result in temporary, short-term project-generated emissions of DPM, ROG, NO_x, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The portion of the SoCAB which encompasses the project area is designated as a nonattainment area for federal O_3 and PM2.5 standards and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$, and PM_{10} standards (CARB 2019). Thus, existing O_3, PM_{10}, and $PM_{2.5}$ levels in the SoCAB are at unhealthy levels during certain periods. However, as shown in Table 4 above, the project would not exceed the SCAQMD regional or localized significance thresholds for emissions.

The health effects associated with O_3 are generally associated with reduced lung function. Because the project would not involve construction activities that would result in O_3 precursor emissions (ROG or NO_x) in excess of the SCAQMD thresholds, the project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds. Thus, the project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM_{10} and $PM_{2.5}$) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary TAC of concern. PM_{10} exhaust is considered a surrogate for DPM as all diesel exhaust is considered to be DPM. As with O_3 and NO_x, the project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. Accordingly, the project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, project construction would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants.

Operations

Operation of the project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the project; nor would the project attract additional mobile sources that spend long periods queuing and idling at the site. On-site project emissions would not result in significant concentrations of pollutants at nearby sensitive receptors. The project would not have a high carcinogenic or non-carcinogenic risk during operation.

Carbon Monoxide Hotspots

A CO hotspot is an area of localized CO pollution caused by severe vehicle congestion on major roadways, typically near intersections. The air quality analysis conservatively assesses potential CO hot spots using the Bay Area Air Quality Management District's (BAAQMD's) conclusion that a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

According to the Trip Generation and VMT Screening Memo (K2 Traffic Engineering, Inc. 2022; Appendix I), the project would generate 24 trips in the AM peak hour, 12 trips in the PM peak hour, and 119 average daily trips (ADT). Thus, the project would not generate traffic volumes of more than 44,000 vehicles per day. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations associated with a CO hot spot, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Air Quality and Greenhouse Gas Emissions Assessment [ECORP Consulting, Inc. 2024a; Appendix A], Trip Generation and VMT Screening Memo [K2 Traffic Engineering, Inc. 2022; Appendix I])

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

The State of California Health and Safety Code Sections 41700 and 41705 prohibit emissions from any source whatsoever in such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to the public health or damage to property. The project could produce odors during proposed construction activities resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings. However, standard construction practices and regulatory requirements (e.g., CARB's Airborne Toxic Control Measures 13 [California Code of Regulations Chapter 10 Section 2485], idling time is not to exceed five minutes unless more time is required per engine manufacturers' specifications or for safety reasons) would minimize the odor emissions and their associated impacts. Furthermore, odors emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction.

According to CARB, land uses commonly considered to be potential sources of obnoxious odorous emissions include sewage treatment plants, landfills, recycling facilities, petroleum refineries, biomass operations, fiberglass manufacturing, and rendering plants (CARB 2005). The project does not include any uses identified by CARB as being associated with odors. Therefore, the project would not result in emissions leading to odors that would adversely affect a substantial number of people and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Air Quality and Greenhouse Gas Emissions Assessment [ECORP Consulting, Inc. 2024a; Appendix A], Air Quality and Land Use Handbook: A Community Health Perspective [CARB 2005])

IV. BIOLOGICAL RESOURCES

This section is based on the Biological Technical Report and Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis prepared for the project by ECORP Consulting, Inc. (2024b; Appendix B) to identify on-site biological resources and assess the project's consistency with the goals and objectives of the Western Riverside County MSHCP.

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 Wildlife or U.S. Fish and Wildlife Service? (Less Than Significant With Mitigation Incorporated)

The MSHCP Consistency Analysis evaluated potential impacts to special status plant and wildlife species in the vicinity of the project site. A summary of the status of sensitive species within the project site and vicinity, as well as potential impacts to these species, are presented below.

Sensitive Plant Species

Sensitive plant species are those listed as federally threatened or endangered by the U.S. Fish and Wildlife Service (USFWS); state listed as threatened or endangered or considered sensitive by the California Department of Fish and Wildlife (CDFW); included in the MSHCP as Covered Species, Non-Covered Species, Criteria Area Species, and/or Narrow Endemic Plant Species; and/or are California Native Plant Society (CNPS) List 1A, 1B, or 2 species, as recognized in the CNPS' Inventory of Rare and Endangered Vascular Plants of California and consistent with the CEQA Guidelines. The project site does not occur within a predetermined Survey Area for MSHCP criteria area or narrow endemic plant species and no sensitive plant species were observed during biological surveys. Thus, the project would not result in impacts to sensitive plant species.

Sensitive Animal Species

Sensitive animal species are those listed as threatened or endangered, proposed for listing, or candidates for listing by the USFWS; considered sensitive animals by the CDFW; and/or included in the MSHCP as Covered Species, Non-Covered Species, and/or Criteria Area Species. The project site does not occur within a predetermined Survey Area for amphibians or mammals and no sensitive wildlife species were observed or detected during biological surveys, so impacts to sensitive amphibian and mammalian species would be considered less than significant. No suitable habitat for sensitive riparian birds is present on or adjacent to the project site and none were observed during biological surveys.

Of the 44 special-status wildlife species identified in the literature search, two were found to have a low potential for occurrence on the project site: Crotch's bumble bee (*Bombus crotchii*) and burrowing owl (*Athene cunicularia*).

Marginally suitable foraging habitat for the Crotch's bumble bee is present on the project site where non-native flowering weeds occur. Marginally suitable nesting and overwintering habitat is present in the gopher burrows and tufts of grass located on the western half of the project site. However, the flowering resources are limited to a small patch and the potential nesting habitat is in an area that is regularly disturbed by large mechanical equipment. Although it is unlikely, if Crotch's bumble bee is found to be using or nesting on the project site prior to the start of construction, impacts to Crotch's bumble bee could occur in the form of

direct mortality of individuals, direct mortality to an active nesting colony, direct mortality to an overwintering individual, conversion of foraging habitat, or permanent loss of foraging resources. Implementation of Mitigation Measure **(MM) BIO-1**, which requires preconstruction surveys and avoidance measures for Crotch's bumble bee, would ensure that significant impacts to Crotch's bumble bee would not occur.

The project site is not located within a predetermined Survey Area for the burrowing owl, but a habitat assessment for burrowing owl was performed in accordance with Section 6.3.2 of the MSHCP. Although no burrowing owls or burrowing owl sign (such as white-wash, feathers, tracks, or pellets) were observed during the survey, marginal amounts of low-quality foraging habitat is present on the project site and two potential burrows were observed adjacent to the site. In accordance with the burrowing owl protection measures in the MSHCP, a measure requiring a pre-construction survey and avoidance of active nests and/or relocation of burrowing owls is included as **MM BIO-2** below. With the implementation of MM BIO-2, significant impacts to burrowing owl would not occur.

Nesting Migratory Birds

Given the location of Lake Elsinore within the City, there are a variety of birds that migrate seasonally through the City on the Pacific Flyway, as well as certain birds that permanently reside locally. The stored heavy construction equipment, construction materials, and semi-trailers present on the project site could provide nesting habitat for nesting birds and raptors protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. In addition, the trees adjacent to the project site as well as the power and telephone poles immediately adjacent to the site could provide nesting habitat. Furthermore, the project site could provide nesting habitat for ground-nesting bird species. Pursuant to the MBTA, development of the project could disturb or destroy active migratory bird nests if ground disturbance occurs during the identified breeding season (between February 1 and August 31). Implementation of **MM BIO-3** would ensure that potential impacts to birds protected under the MBTA and California Fish and Game Code are avoided during construction.

Mitigation Measures:

MM BIO-1 ***Preconstruction Survey for Crotch's Bumble Bee***. If the Crotch bumble bee is no longer a Candidate or formally listed species under the California Endangered Species Act (ESA) at the time ground disturbing activities occur, then no additional protection measures are proposed for the species.

If Crotch's bumble bee is legally protected under the California ESA as a Candidate or Listed species at the time ground-disturbing activities are scheduled to begin, a preconstruction survey shall be conducted in accordance with CDFW's Survey Considerations for California ESA Candidate Bumble Bee Species (CDFW 2023) during the Crotch's bumble bee flight season (February – October) no more than 48 hours prior to project-related ground disturbing activities (including but not limited to vegetation clearing, fence installation, and grading) by a qualified Crotch's bumble bee biologist. The 48-hour preconstruction survey shall be repeated as necessary if the project does not begin with 48 hours of completion of the preconstruction survey. If Crotch's bumble bees are detected (alive or dead), CDFW shall be notified within 24 hours as further coordination may be required to avoid or mitigate certain impacts, and an incidental take permit may be required. If no Crotch's bumble bees are detected, then the project activities may commence.

MM BIO-2 ***Preconstruction Surveys for Burrowing Owl.*** Due to the presence of marginal amounts of low-quality foraging habitat on the project site and potential burrows adjacent to the site in the surrounding area, preconstruction surveys for burrowing owl shall take place no more than 30 days prior to the start of ground-disturbing activities, regardless of whether project activities are scheduled to occur during the burrowing owl breeding season (March 1 through August 31) or not. The surveys shall be performed in accordance with the Western Riverside MSHCP Burrowing Owl Survey Instructions (County of Riverside 2006) and the California Department of Fish and Game (CDFG) Staff Report on Burrowing Owl Mitigation (CDFG 2012). If preconstruction survey results are negative, no further action is required for protection of burrowing owls. If preconstruction survey results are positive and impacts to burrowing owls are unavoidable, then additional mitigation measures will need to be implemented to offset impacts to burrowing owl. Further, a burrowing owl avoidance and mitigation plan will be prepared for review and approval by the wildlife agencies (CDFW and USFWS) if owls are present. The plan will include measures developed in accordance with the CDFG Staff Report on Burrowing Owl Mitigation (2012) and may include seasonal work restriction, establishing a non-disturbance buffer around each burrow location, biological monitoring, or passive relocation. If passive relocation is found to be necessary, then coordination with CDFW will need to occur.

MM BIO-3 ***Preconstruction Surveys for Nesting Birds.*** Wherever feasible, ground-disturbing activities (including vegetation removal) shall be conducted during the non-breeding season for birds (approximately September 1 through January 31) in order to avoid violations of the MBTA and California Fish and Game Code Sections 3503, 3503.5 and 3513. If activities with the potential to disrupt nesting birds are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist who is experienced in surveying for and identification of avian species no more than three days prior to the start of ground-disturbing activities. The nesting bird survey shall include the project site and adjacent areas where project activities have the potential to cause nest failure. If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, avoidance or minimization measures shall be implemented to avoid potential project-related impacts. Avoidance and minimization measures shall be developed by the qualified biologist and may include non-disturbance buffers established around active nests until the biologist has determined that the nesting cycle is completed, seasonal work restrictions, or additional survey and monitoring requirements. The width of non-disturbance buffers established around active nests will be determined by the qualified biologist (300 feet is typically recommended for songbirds and 500 feet is typically recommended for raptors). Once nesting is deemed complete by the qualified biologist as determined through periodic nest monitoring, the nondisturbance buffer will be removed by the qualified biologist and project work may resume in the area.

(Sources: MSHCP Consistency Analysis [ECORP Consulting, Inc. 2024b; Appendix B])

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 Wildlife or U.S. Fish and Wildlife Service? (No Impact)

Sensitive natural communities include land that supports unique vegetation communities or the habitats of rare or endangered species or subspecies of animals or plants as defined by Section 15380 of the CEQA Guidelines. The MSHCP Consistency Analysis conducted for the project involved a general habitat

assessment that included vegetation mapping and an MSHCP Riparian/Riverine and Vernal Pool Resource assessment. The results of the field surveys indicated that the entire project site is disturbed; there are no riparian/riverine habitats or other sensitive natural communities on or immediately adjacent to the property. As such, the project would not result in direct or indirect impacts to riparian habitat or sensitive natural communities. No substantial adverse effects to riparian habitat or other sensitive natural communities would occur, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: MSHCP Consistency Analysis [ECORP Consulting, Inc. 2024b; Appendix B])

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? (No Impact)

The MSHCP Consistency Analysis concluded that the project site is completely disturbed and does not contain jurisdictional features. Potentially jurisdictional resources occur in the project vicinity. An intermittent riverine flows southwest through the Riverside County Flood Control and Water Conservation District drainage and detention basin west of the project. Additionally, a seasonally flooded freshwater forested shrub/wetland and intermittent riverine occur south of the project site. The detention basin to the west of the project and the seasonally flooded area south of the project are outside of the project boundaries and would not be directly impacted by the project. Project runoff would be directed to a bioretention basin in the southeastern corner of the property before discharging into the City's storm drain system. The adjacent detention basin and seasonally flooded area would not be indirectly impacted by the project. Therefore, no impacts to wetlands or MSHCP riparian/riverine resources would occur.

Mitigation Measures: No mitigation measures are required.

(Sources: MSHCP Consistency Analysis [ECORP Consulting, Inc. 2024b; Appendix B])

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Less Than Significant With Mitigation Incorporated)

Wildlife Movement

No known linkages or other potential wildlife movement corridors or travel routes occur within the project area, which is characterized by existing disturbances such as pavement and industrial development. The project site contains little to no vegetative cover that would facilitate wildlife movement. The site is not located within an MSHCP designated core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area. Therefore, the project would not significantly impact wildlife movement or impede the use of native wildlife nursery sites.

Migratory Species

Development of the project could disturb or destroy active migratory bird nests, including eggs and young. Disturbance to or destruction of migratory bird eggs, young, or adults is in violation of the MBTA and is considered a potentially significant impact. Although suitable habitat for nesting birds on the study area is limited, the stored heavy construction equipment, construction materials, and semi-trailers present on the project site could provide nesting habitat for nesting birds and raptors protected by the MBTA and California Fish and Game Code. In addition, the trees adjacent to the project site as well as the power and

utility poles adjacent to the site could provide nesting habitat. Furthermore, the project site could provide nesting habitat for ground-nesting bird species. In order to address the potential loss or disturbance of nesting habitat for migratory birds, the project would implement MM BIO-3 during construction. With implementation of MM BIO-3, impacts to migratory bird species would be reduced to less than significant.

Mitigation Measures: MM BIO-3

(Sources: MSHCP Consistency Analysis [ECORP Consulting, Inc. 2024b; Appendix B])

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

The project would be consistent with local policies and ordinances related to biological resources. The LEMC includes a City Tree Preservation Ordinance (Ordinance 1256) that protects the City's streetscape and trees. No trees exist on the project site. There are ornamental trees growing across Collier Avenue and West Minthorn Street from the project, but these trees would not be removed as part of the project. As part of the project landscaping, tree spacing, distance from curbs and sidewalks, and other aesthetic guidelines shall be followed in accordance with LEMC Ordinance 1256, as discussed in LEMC Chapter 5.120. The City has also determined that certain species of palm trees in the family Palmaceae are locally significant resources through the City Significant Palm Tree Ordinance (LEMC Ordinance 1160); however, no palm trees covered under the ordinance occur on or adjacent to the site. As such, the project would not conflict with local policies or ordinances protecting biological resources and no impact would occur.

Mitigation Measures: No mitigation measures are required.

(Sources: MSHCP Consistency Analysis [ECORP Consulting, Inc. 2024b; Appendix B])

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

The Western Riverside County MSHCP is a comprehensive, multi-jurisdictional effort that includes unincorporated County of Riverside lands and multiple cities in the western portion of the County, including the City. 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. 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 was adopted on June 17, 2003 by the County Board of Supervisors. The Incidental Take Permit was issued by both the USFWS and CDFW on June 22, 2004.

The project site is located in the Elsinore Area Plan of the MSHCP, but not within a criteria cell; therefore, while the project is required to show MSHCP compliance through specific habitat assessments, applicable biological surveys, and provision of an MSHCP consistency analysis, no on-site conservation is required.

An MSHCP Consistency Analysis was prepared for the project (ECORP Consulting, Inc. 2024b) that addressed project consistency with applicable goals, objectives, and requirements of the MSCHP. The project site is not within or adjacent to any Conservation Areas, Criteria Cells, or Subunit designations; therefore, the project is not subject to cell criteria identified in the MSHCP. The project site is not located within an MSHCP survey area for criteria area plant species, narrow endemic plant species, amphibian species, or mammal species. Therefore, the project would not be subject to survey requirements of corresponding MSHCP Sections 6.1.3 and 6.3.2. The project site is not located within the MSHCP survey

area for burrowing owl. Regardless, as discussed in Item IV(a), burrowing owl surveys were conducted on the project site and no burrowing owl or signs of burrowing owl were detected during the focused surveys. However, consistent with the requirements of the MSCHP, a pre-construction burrowing owl survey would be required and is included as MM BIO-2 and as such, the project would be in compliance with MSHCP Section 6.3.2.

The project would not result in impacts to MSHCP riparian/riverine resources, vernal pools, or riparian birds. Thus, the project would be in compliance with MSHCP Section 6.1.2.

The MSHCP Urban/Wildlands Interface guidelines contained in Section 6.1.4 are intended to address indirect effects associated with locating commercial, mixed uses, and residential developments in proximity to a MSHCP Conservation Area. The project site is not located adjacent to an existing or proposed MSHCP Conservation Area. Thus, the MSHCP Urban/Wildlands Interface guidelines are not applicable to the project.

The Fuels Management guidelines contained in MSHCP Section 6.4 are intended to address brush management activities around new development within or adjacent to MSHCP Conservation Areas. As the project site is not located adjacent to an existing or proposed MSHCP Conservation Area, the Fuels Management guidelines are not applicable to the project.

The project is subject to MSHCP Local Development Mitigation fees, as established by the Western Riverside County Regional Conservation Authority and administered by the City, as a condition of approval for occupancy. The development fee supports habitat conservation planning that mitigates for development that the City permits. The project would be in compliance with the development fee requirement.

Based on the above analysis, the project would not conflict with the applicable provisions of the MSHCP with implementation of the MM BIO-2.

Mitigation Measures: MM BIO-2

(Sources: MSHCP Consistency Analysis [ECORP Consulting, Inc. 2024b; Appendix B])

V. CULTURAL RESOURCES

This section is based on the Cultural Resources Inventory prepared for the project by ECORP Consulting, Inc. (2024c; Appendix C) to identify potentially significant cultural resources within the project study area. The investigation included a records search, literature review, examination of historic maps, and an archaeological field survey of the project area.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5? (No Impact)

A records search was conducted at the Eastern Information Center at the University of California, Riverside on January 31, 2022. The search identified 197 resources located within a one-mile radius of the project, none of which are in the subject property. Of the 197 resources, 191 are historic cultural resources and consist of residential properties, commercial buildings, religious buildings, community centers, hotels, ranches, glass fragments, a government building, a community park, a courtyard, a railroad, a theater, a school, a refuse scatter, a historic district, and a cemetery. Six resources are prehistoric resources consisting of lithic scatters, flakes and tools, and granitic manos. One multi-component resource, the natural feature of Lake Elsinore, was also identified. None of the resources were recorded within the project site. A review of historic maps indicates that the property was historically undeveloped and has remained vacant until the

present day. No structures appear on the site on aerial imagery. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. No impact would occur.

Mitigation Measures: No mitigation measures are required.

(Sources: Cultural Resources Inventory [ECORP Consulting, Inc. 2024c; Appendix C])

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? (Less Than Significant With Mitigation Incorporated)

As discussed above in Item V(a), no known archaeological resources are present at the project site and none were observed during the archaeological field survey. A Sacred Lands File search from the Native American Heritage Commission (NAHC) was negative for recorded sacred sites or locations of religious or ceremonial importance. However, due to the cultural significance of Lake Elsinore associated with past human occupation and use of the area, there is potential for encountering buried archaeological resources during project construction. As such, **MM CUL-1** through **MM CUL-7** would be implemented and would reduce potential impacts to a less-than-significant level.

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.

5. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Treatment and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of cultural resources through project design, in-place preservation of cultural resources located in native soils, and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Location measure.

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

7. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the Project Applicant and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the Community Development Director for decision. The Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the cultural and religious principles and practices of the Tribe(s). Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council." Evidence of compliance with this mitigation measure, if a significant archaeological resource is found, shall be provided to City of Lake Elsinore upon the completion of a treatment plan and final report detailing the significance and treatment finding.

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.

3. 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.

4. If preservation in place or reburial is not feasible then the resources shall be curated in the culturally sensitive matter at a Riverside County curation facility that meets State Resources Department of 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. Evidence of compliance with this mitigation measure, if a significant archaeological resource is found, shall be provided to the City of Lake Elsinore upon completion of a treatment plan and final report detailing the significance and treatment of finding.

MM CUL-4 ***Tribal Monitoring*****.** Prior to the issuance of a grading permit, at least 30 days prior to the issuance, 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 as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting. Once the report is determined to be adequate, two (2) copies shall be submitted to Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Monitoring Tribes.

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).

(Sources: Cultural Resources Inventory [ECORP Consulting, Inc. 2024c; Appendix C])

c) Disturb any human remains, including those interred outside of formal cemeteries? (Less Than Significant With Mitigation Incorporated)

The project site is not located on or adjacent to a known formal or informal cemetery. The archaeological records search identified one historical cemetery within a one-mile radius of the project. However, because disturbance is only anticipated on the project site, no impacts to human remains, including those interred outside of formal cemeteries, are expected. Furthermore, the NAHC Sacred Lands File search was negative for recorded sacred sites or locations of religious or ceremonial importance. In the unlikely event that unknown human remains are uncovered during project construction, MM CUL-6 described above would be implemented in accordance with Public Resources Code Section 5097.98 to ensure that the project's impacts would be less than significant.

Mitigation Measures: MM CUL-6

(Sources: Cultural Resources Inventory [ECORP Consulting, Inc. 2024c; Appendix C]; Public Resources Code Section 5097.98)

VI. ENERGY

This section is partially based on the Air Quality and Greenhouse Gas Emissions Assessment prepared for the project by ECORP Consulting, Inc. (2024a; Appendix A).

a) 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)

Energy use associated with a project typically includes fuel (gasoline and diesel), electricity, and natural gas during construction activities and operations. It typically includes the following sources: (1) construction-related vehicle and equipment energy use, (2) transportation energy use from people traveling

to and from the project area during operation, and (3) building and facility energy use of the project during operation.

Construction-related Energy Use

Energy use during construction would occur within two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. The maximum number of construction workers traveling to and from the project site at one time would not be expected to exceed 23 trips in total (21 construction worker trips and 2 vendor trips). Fuel consumption associated with construction worker and vendor commute would be similar to any other typical commute in Riverside County and would not result in a wasteful, inefficient, or unnecessary consumption of gasoline or diesel fuel.

Consistent with state requirements, construction equipment would meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards. Engines are required to meet certain emission standards, and groups of standards are referred to as Tiers. A Tier 0 engine is unregulated with no emission controls, and each progression of standard level (i.e., Tier 1, Tier 2, Tier 3, etc.) generates lower emissions, uses less energy, and is more advanced technologically than the previous tier. CARB's Tier 3 In-Use Off-Road Diesel Engine Standards require that construction equipment fleets become cleaner and use less energy over time. There are no known conditions within the project site that would require non-standard equipment or construction practices that would increase fuel-energy consumption above typical equipment fuel consumption rates. Additionally, construction activities would be temporary and short-term and would adhere to applicable construction best management practices (BMPs). Therefore, project construction would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

Operation-related Energy Use

During operation, energy use would be associated with transportation-related fuel use (gasoline, diesel fuel, and electric vehicles) and building-related energy use (electricity and natural gas).

Transportation-related Energy Use

Buildout of the project and vehicle trips associated with the project would result in transportation energy use. Trips by individuals traveling to and from the project site would result from use of passenger vehicles. Vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. The project would generate 119 daily trips. Project fuel consumption would decline over time beyond the initial operational year of the project as a result of continued implementation of increased federal and state vehicle efficiency standards. There is no component of the project that would result in unusually high vehicle fuel use during operation. Therefore, operation of the project would not create a land use pattern that would result in wasteful, inefficient, or unnecessary use of energy, and impacts would be less than significant.

Non-transportation-related Energy Use

Non-transportation energy use would be associated with electricity and natural gas. Electricity service to the project site is provided by Southern California Edison (SCE). Once operational, the project would use electricity to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. CalEEMod was used to estimate the total operational electricity and natural gas consumption associated with the project and includes 118,792 kilowatt hours per year for electricity and 387,152 kilo-British thermal units per year for natural gas.

The project would be constructed in accordance with the current Title 24 energy efficiency standards and the California Green Building Standards Code (CALGreen). The 2022 Energy Code increases on-site renewable energy generation from solar, increases electric load flexibility to support grid reliability, reduces emissions from newly constructed buildings, reduces air pollution for improved public health, and encourages adoption of environmentally beneficial efficient electric technologies. CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. The project would, at a minimum, be required to comply with the mandatory measures included in the current Energy Code and the CALGreen standards at the time of building construction. Therefore, there are no project features that would support the use of excessive amounts of energy or would create unnecessary energy waste or conflict with any adopted plan for renewable energy efficiency, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Air Quality and Greenhouse Gas Emissions Assessment [ECORP Consulting, Inc. 2024a; Appendix A])

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (Less Than Significant Impact)

The applicable state plans that address renewable energy and energy efficiency include the California Green Building Standards Code, the California Energy Code, and the Renewables Portfolio Standard (RPS), while the applicable local plan is the City's Climate Action Plan (CAP). CALGreen and the California Energy Code institute mandatory minimum environmental performance and energy standards for new construction throughout California. RPS promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. As discussed in Item VI(a), the project would be required to meet the mandatory energy requirements of the current CALGreen and the Energy Code at the time of building construction. Similarly, the project would not conflict with or obstruct implementation of CALGreen and the California Energy Code or with SCE's implementation of RPS. Additionally, the project would not conflict with implementation of the City's CAP, as discussed in detail in Item VIII(a). Consistent with state requirements, construction equipment would meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards. Therefore, the project would not conflict with or obstruct plans for renewable energy or energy efficiency, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Air Quality and Greenhouse Gas Emissions Assessment [ECORP Consulting, Inc. 2024a; Appendix A])

VII. GEOLOGY AND SOILS

This section is based on the Preliminary Geotechnical Investigation prepared for the project by SoCal Professional Engineers (SoCal-PE 2021; Appendix D) to document geologic conditions for the project site and develop design specifications for hazards such as seismic shaking and related effects.

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. (Less Than Significant Impact)

The project site is located within the Peninsular Ranges Geomorphic Province of California, a seismically active region where several known earthquake faults occur. The geologic structure of the entire region is dominated mainly by northwest-trending faults associated with the San Andreas system, including the San Andreas Fault, San Jacinto Fault, and Whittier-Elsinore Fault. However, the project site is not located within a State of California designated "Alquist-Priolo" Earthquake Fault Zone. The nearest known active fault is the Whittier-Elsinore fault located about two miles to the southeast. While the potential for ground rupture due to faulting at the site is considered low, lurching or cracking of the ground surface as a result of a nearby seismic event is possible. Design and construction of proposed development within the project site would be required to comply with seismic-safety development requirements, including the Title 24 standards of the International Building Code (IBC) and the California Building Code (CBC). Conformance with applicable seismic-safety development requirements would minimize seismic fault rupture effects in the event of a major earthquake and ensure that the potential seismic or geologic hazard impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Preliminary Geotechnical Investigation [SoCal-PE 2021; Appendix D])

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

As noted in Section VII(a)(i) although no faults are located within the project site, the Whittier-Elsinore fault is located approximately two miles to the southeast. A seismic event could cause significant ground shaking on the project site. The project would be required to conform to applicable seismic-safety development requirements to minimize seismic ground shaking effects in the event of a major earthquake. Mandatory compliance with the Title 24 standards of the current IBC and CBC during the design and construction of the project would minimize seismic ground shaking effects in the event of a major earthquake. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Preliminary Geotechnical Investigation [SoCal-PE 2021; Appendix D])

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

Liquefaction is the phenomenon that occurs during severe ground shaking whereby soils reduce greatly in strength and temporarily behave similarly to a fluid rather than a solid. Severe or extended liquefaction can result in significant effects to surface and subsurface facilities through the loss of support and/or foundation integrity. Liquefaction is restricted to certain geologic and hydrologic environments, primarily recently deposited sand and silt in areas with high groundwater levels. According to the Preliminary Geotechnical Investigation, the site is within an area mapped by the State of California for liquefaction potential and the County of Riverside has designated the site as having a "very high" potential for liquefaction. However, due to the absence of shallow groundwater, the medium dense to dense nature of the underlying alluvial materials, the shallow depth to bedrock, and the very moist to wet condition of the alluvial soils, the liquefaction risk is considered low. Moreover, the project would comply with applicable building and seismic design standards, including excavation and recompaction of the upper 10 feet of the building pad. Therefore, impacts related to liquefaction would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Preliminary Geotechnical Investigation [SoCal-PE 2021; Appendix D])

iv) Landslides? (Less Than Significant Impact)

According to the Preliminary Geotechnical Investigation, the project site is generally flat and the potential for landslides or lateral spreading is considered very low. No landslides have been mapped in the project area. Development of the project site would require conformance with applicable regulations and standards for construction safety and landslide stability. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Preliminary Geotechnical Investigation [SoCal-PE 2021; Appendix D])

b) Result in substantial soil erosion or the loss of topsoil? (Less Than Significant Impact)

The project has the potential to result in soil erosion during grading and construction. However, potential short-term erosion impacts from construction activities would be addressed through the implementation of BMPs in accordance with the California Stormwater Quality Association's Stormwater Best Management Practices Handbook to control erosion and protect the quality of surface water runoff (California Stormwater Quality Association 2003). Additionally, potential sedimentation and erosion impacts would be minimized or avoided with the implementation of erosion and sedimentation control measures in compliance with NPDES permit requirements. Post construction, the project site would mostly be covered with impervious surfaces. Pervious areas, including the bioretention basin and landscaped areas, would be designed to minimize areas of exposed soils and treated with groundcover/vegetation such that substantial soil erosion or loss of topsoil would not occur over the long term. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Preliminary Geotechnical Investigation [SoCal-PE 2021; Appendix D])

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

As discussed above in VII(a)(iii) and VII(a)(iv), the project would not be subject to landslide-related risks and liquefaction-related risks are considered low according to the liquefaction analysis in the Preliminary Geotechnical Investigation. However, the project would comply with the CBC to minimize risks associated with geologic hazards. Based on the incorporation of applicable design guidelines, potential impacts associated with a geologic unit or soil that is unstable would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Preliminary Geotechnical Investigation [SoCal-PE 2021; Appendix D])

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? (No Impact)

Expansive soils are attributable to the water holding capacity of clay materials. Such behavior can adversely affect structural integrity (including underground facilities) through shifting of support materials during the shrink-swell process. The Preliminary Geotechnical Investigation performed an index test on a sample of

the on-site soils and concluded that on-site soils have a very low potential for expansion (SoCal-PE 2021). Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

(Sources: Preliminary Geotechnical Investigation [SoCal-PE 2021; Appendix D])

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? (No Impact)

No septic tanks or alternative wastewater disposal systems would be installed as part of the project. The project would use the existing sewer system for the disposal of wastewater and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

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

The project site is vacant and does not include known unique geologic features. Underlying geologic formations on the project site include late Holocene-age young alluvial channel deposits and bedrock composed of Mesozoic-age Phyllite. According to Figure 3.2-3 of the General Plan EIR, the project site is in an area of Low paleontological sensitivity. As a result, no impact to paleontological resources would occur.

Mitigation Measures: No mitigation measures are required.

(Sources: Preliminary Geotechnical Investigation [SoCal-PE 2021; Appendix D]; General Plan EIR)

VIII. GREENHOUSE GAS EMISSIONS

This section is based on the Air Quality and Greenhouse Gas Emissions Assessment prepared for the project by ECORP Consulting, Inc. (2024a; Appendix A).

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

Global climate change refers to changes in average climatic conditions on Earth including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by atmospheric gases. These gases are commonly referred to as GHGs because they function like a greenhouse by letting sunlight in but preventing heat from escaping, thus warming the Earth's atmosphere. GHGs are emitted by natural processes and human (anthropogenic) activities. Anthropogenic GHG emissions are primarily associated with burning of fossil fuels during motorized transport; electricity generation; natural gas consumption; industrial activity; manufacturing; and other activities such as deforestation, agricultural activity, and solid waste decomposition.

The GHGs defined under California's AB 32 include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Estimates of GHG emissions are commonly presented in carbon dioxide equivalents (CO_2e), which weigh each gas by its global warming potential. Expressing GHG emissions in CO_2e takes the contribution of all

GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. GHG emissions quantities in this analysis are presented in metric tons (MT) of CO_2e.

CEQA Guidelines Section 15064.4 states that "the determination of the significance of greenhouse gas emissions calls for careful judgment by the lead agency, consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project." Section 15064.4(b) further states that a lead agency should consider the following nonexclusive factors when assessing the significance of GHG emissions:

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;

2. Whether the project emissions exceed a threshold of significance that the lead agency applies to the project; and

3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The local air quality agency regulating the SoCAB is the SCAQMD, the regional air pollution control officer for the basin. To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Land Use and Climate Innovation, CARB, the Attorney General's Office, a variety of city and county planning departments in the SoCAB, various utilities such as sanitation and power companies throughout the SoCAB, industry groups, and environmental and professional organizations.

The City may set a project-specific threshold based on the context of each particular project, including using the SCAQMD Working Group expert recommendation. This standard is appropriate for this project because it is in the same air quality basin that the experts analyzed. For the project, the SCAQMD's 3,000 MT of CO_2e per year threshold is used as the significance threshold. The 3,000 MT of CO_2e per year threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources). The 3,000 MT of CO_2e per year value is typically used in defining small projects within the SoCAB that are considered less than significant because it represents less than one percent of future 2050 statewide GHG emissions target and the lead agency can provide more efficient implementation of CEQA by focusing its scarce resources on the top 90 percent.

Additionally, the project is assessed for consistency with the City's CAP (City 2011). The CAP is the City's long-range plan to reduce local GHG emissions in accordance with State law. The CAP is intended to be a reference document, and its implementation mitigates the City's GHG emissions resulting from new development and redevelopment. The CAP establishes a quantitative target of 4.3 MT CO_2e per service population by 2030. Therefore, project compliance with the CAP adequately establishes project compliance with statewide GHG reduction goals for the year 2030 associated with AB 32. The CAP is a strategy for the City to continue to grow in a sustainable way that meets GHG reduction targets while continuing to allow for public and private development and redevelopment that will uphold the City as a vibrant and livable community.

CEQA Guidelines Section 15064.4(a) states that a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG

emissions resulting from a project. Therefore, GHG emissions as estimated by CalEEMod are provided for informational purposes. The project would generate GHG emissions during construction and operation of the project, as discussed below.

Construction Emissions

GHG emissions would be released by equipment used for the project's various construction activities. GHG emissions also would result from worker and vendor trips to and from the project site. Smaller amounts of GHGs would also be emitted through the energy use embodied in water use for fugitive dust control. Emissions of GHGs related to the construction of the project would be temporary. The estimated construction GHG emissions for the project are shown in Table 5, *Estimated Construction Greenhouse Gas Emissions*. For construction emissions, SCAQMD recommends that the emissions be amortized (i.e., averaged) over 30 years and added to operational emissions since they may remain in the atmosphere for years after construction is complete. To account for the construction emissions, amortization of the total emissions generated during construction were based on the life of the development (residential—30 years) and added to the operational emissions.

Table 5
Estimated Construction Greenhouse Gas Emissions

Year	Total Emissions (MT CO_2e)
Construction Year One	307
Construction Year Two	93
TOTAL	**400**
Amortized Emissions	***13***

Source: ECORP Consulting, Inc. 2024a
[1] Construction emissions amortized over 30 years.
MT = metric tons; CO_2e = carbon dioxide equivalents

Operational Emissions

Once the project is constructed, GHG emissions would result from mobile, area, and other operational sources. Area sources, such as landscape maintenance equipment, would result primarily in emissions of CO_2. Energy utilization (i.e., electricity and natural gas) and water consumption also would result primarily in emissions of CO_2. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both CH_4 and N_2O. Mobile sources, including vehicle trips to and from the project site, would result primarily in emissions of CO_2, with minor emissions of CH_4 and N_2O. Disposal of solid waste would result in emissions of CH_4 from the decomposition of waste at landfills, coupled with CO_2 emission from the handling and transport of solid waste. These sources combine to define the long-term GHG emissions for the project. The total operational and amortized construction emissions for the project are identified in Table 6, *Estimated Annual Operational Greenhouse Gas Emissions*.

Table 6
Estimated Annual Operational Greenhouse Gas Emissions

Emission Source	Project GHG Emissions (MT CO2e)
Mobile	175
Energy	42
Area	0
Water/Wastewater	10
Solid Waste	7
Construction (Amortized over 30 Years)	13
Total	**247**
SCAQMD Significance Threshold	3,000
Exceed SCAQMD Threshold?	**No**

Source: ECORP Consulting, Inc. 2024a
CO2e = carbon dioxide equivalents; MT = metric tons; SCAQMD = South Coast Air Quality Management District

As shown in Table 6, operational emissions would not exceed the SCAQMD's threshold of 3,000 MT CO2e per year.

CAP Consistency

The CAP includes a CAP Consistency Checklist to demonstrate if new developments are consistent with reduction strategies from the City's CAP. The purpose of the checklist is to streamline project-level CEQA requirements by identifying clear GHG reduction strategies that all new developments would need to implement for compliance with the GHG reduction strategies. The checklist considers consistency with the General Plan and CAP Measures. If a project meets the checklist criteria, then it would be considered to have a less than significant impact related to GHG emissions. Table 7, *Project Consistency with the City's CAP*, includes a project consistency analysis with the CAP Consistency Checklist criteria.

Table 7
Project Consistency with the City's CAP

Goals, Targets, Policies	Project Consistency
General Plan Consistency	
Is the project consistent with the General Plan land use designation?	***Inconsistent.*** The project proposes a General Plan Amendment to change the site's land use designation from General Commercial to Limited Industrial. The project would be inconsistent with this measure.
Is the project consistent with the General Plan population and employment projections for the site, upon which the CAP modeling is based?	***Consistent.*** The project does not involve residential development that would induce population growth. Additionally, the project would pull employees from the local population at a similar rate as any potential commercial development under the site's existing General Plan designation. The project would be consistent with this measure.

Does the project incorporate CAP measures as binding and enforceable components of the project? Until these measures have been formally adopted by the City and incorporated into applicable codes, the requirements must be incorporated as mitigation measures applicable to the project (CEQA Guidelines, Section 15183.5(b)(2))?	***Consistent.*** The project would incorporate applicable CAP measures as detailed below. The project would be consistent with this measure.
CAP Measures Consistency	
T-1.2 Pedestrian Infrastructure • Does the project provide sidewalks along new and reconstructed streets? • Does the project provide sidewalks or paths to internally link uses in a project where applicable? • Does the project provide connections to neighborhood activity centers, major destinations, and transit contiguous to site?	***Consistent.*** The project would install a new concrete sidewalk along the project frontage on West Minthorn Street. Additionally, the project would include an accessible pedestrian path connecting the West Minthorn Street sidewalk to the project entrance. The project would be consistent with this measure.
T-1.4 Bicycle Infrastructure • Where applicable, does the project implement the network of Class I, II and II bikeways, trails and safety features identified in the General Plan, Bike Lane Master Plan, Trails Master Plan and Western Riverside County Non-Motorized Transportation plan? • Does the project, where applicable, provide connections to the network identified in those plans?	***Inapplicable.*** The project is a low-VMT development in a low-VMT area of the City that lacks bike lane infrastructure. As a result, the addition of bike lanes is inapplicable to the project.
T-1.5: Bicycle Parking • Does new, non-residential development that is anticipated to generate visitor traffic provide permanently anchored bicycle racks within 200 feet of the visitor entrance, readily visible to passers-by, for 5 percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack? • Does the development propose a building with over 10 tenant spaces? If so, does it provide secure bicycle parking for 5 percent of tenant-occupied motorized vehicle parking capacity, with a minimum of one space?	***Inconsistent.*** Due to a lack of nearby bicycle infrastructure, the project would not provide bike racks. The project would be inconsistent with this measure.
T-2.1 Designated Parking for Fuel-Efficient Vehicles • Does a non-residential development designate 10 percent of its total parking spaces for "Clean Air Vehicles?"	***Inconsistent.*** The project would not include Clean Air Vehicle parking spaces. The project would be inconsistent with this measure.
E-1.1: Tree Planting • Does the developer provide a 15-gallon non-deciduous, umbrella-form tree per 30 linear feet of boundary length, near buildings, or to shade pavement in parking lots and streets?	***Inconsistent***. The project has a perimeter of approximately 1,443 linear feet and 48 trees would be required to meet this measure. The project proposes 40 trees and would therefore be inconsistent with this measure.
E-1.2: Cool Roof Requirements • Does the new non-residential development use roofing materials having solar reflectance, thermal emittance or Solar Reflectance Index 3 per CALGreen Tier 1 values?	***Inconsistent.*** The project proposes standing seam metal roofs that would not explicitly meet the cool roof requirements. The project is inconsistent with this measure.
E-1.3: Energy Efficient Building Standards • Does new construction achieve CALGreen Tier 1 energy efficiency standards?	***Consistent.*** The project would achieve CALGreen Tier 1 energy efficiency standards.

E-1.2: Energy Efficient Street and Traffic Signal Lights • Does the project involve the installation of street or traffic signal lights? If so, are they Low Emitting Diode (LED) lights?	***Inapplicable.*** The project does not involve the installation of street or traffic signal lights, and this measure does not apply.
E-4.1: Landscaping • Does the development comply with the City's AB 1881 Landscaping Ordinance?	***Consistent.*** The project's landscape plan would be reviewed and approved by the City's Planning and Public Works Department for compliance with AB 1881 and the City's Landscaping Ordinance.
E-4.2: Indoor Water Conservation Requirements • Does the development reduce indoor water consumption by 30%, consistent with CALGreen Tier 1, Section A5.303.2.3.1?	***Consistent.*** The project would be consistent with indoor water requirements specified by CALGreen.
S-1.4: Construction and Demolition Waste Diversion • Is the project accompanied by a waste management plan that demonstrates how 65% of the nonhazardous construction and demolition debris generated at the site will be recycled or salvaged?	***Consistent.*** A waste management plan demonstrating at least 65 percent diversion of construction materials will be prepared for the project.

Source: City 2011d
AB = Assembly Bill; CALGreen = California Green Building Standards Code; CAP = Climate Action Plan; CEQA = California Environmental Quality Act; VMT = vehicle miles traveled

Conclusion

Based on the consistency analysis performed in Table 7 above, the project would not be entirely consistent with the City's CAP Checklist, and impacts would be potentially significant. Additional features must be incorporated into the project to bring the project into compliance with the City's CAP. **MM GHG-1** would be implemented to require GHG-reducing features to bring potential impacts to a less-than-significant level.

Mitigation Measures:

MM GHG-1 ***Climate Action Plan Consistency***

Prior to the issuance of a building permit or certificate of occupancy (whichever occurs first), the following measures shall be included in the project design:

- Consistent with CAP Reduction Measure D-2 T-1.5, the project shall provide permanently anchored bicycle racks within 200 feet of the visitor entrance, readily visible to passers-by, for 5% of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.

- Consistent with CAP Reduction Measure T-2.1, the project shall designate 10% of its total parking spaces for "Clean Air Vehicles".

- Consistent with CAP Reduction Measure E-1.1, the project shall provide a 15-gallon non-deciduous, umbrella-form tree per 30 linear feet of boundary length, near buildings, or to shade pavement in parking lots and streets.

- Consistent with CAP Reduction Measure E-1.2, the project shall use roofing materials having solar reflectance, thermal emittance or Solar Reflectance Index 3 per CALGreen Tier 1 values.

(Sources: Air Quality and Greenhouse Gas Emissions Assessment [ECORP Consulting, Inc. 2024a; Appendix A], CAP [City 2011d])

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

There are numerous state, regional, and local plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Applicable plans and an evaluation of the project's consistency with them are discussed below.

State Plans

Executive Order (EO) S-3-05 established GHG emission reduction targets for the state, and AB 32 launched the CARB Climate Change Scoping Plan that outlined the reduction measures needed to reach the 2020 target. As discussed in Item VIII(a) above, the project would incorporate MM GHG-1 to be consistent with the City's CAP, which is a qualified GHG reduction plan that is consistent with the Scoping Plan and emission reduction targets per Senate Bill (SB) 32. Because the project would be consistent with the CAP, it would not conflict with the Scoping Plan or SB 32.

Furthermore, project emissions would decline beyond the project buildout as a result of continued implementation of federal, state, and local reduction measures, such as increased federal and state vehicle efficiency standards and SCE's increased renewable sources of energy in accordance with RPS goals. Based on currently available models and regulatory forecasting, project emissions would continue to decline through at least 2050. Given the reasonably anticipated decline in project emissions, once fully constructed and operational, the project is in line with the GHG reductions needed to achieve the 2050 GHG emission reduction targets identified by EO S-3-05. Therefore, the project would not conflict with an applicable state plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and impacts would be less than significant with mitigation.

Regional Plans

In addition to being consistent with the CAP, the project was evaluated for consistency with the Sustainable Communities Strategy strategies contained in Connect SoCal (SCAG 2024). As discussed in Table 8, *Project Consistency with Applicable Connect SoCal Strategies*, the project would be consistent with applicable Connect SoCal strategies. Therefore, the project would not conflict with an applicable regional plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and impacts would be less than significant.

Local Plans

As discussed in Item VIII(a) above, the project would be consistent with the City's CAP with implementation of MM GHG-1. Therefore, the project would not conflict with an applicable local plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and impacts would be less than significant with mitigation.

Table 8
Project Consistency with Applicable Connect SoCal Strategies

Goals, Targets, Policies	Project Consistency
Mobility: Build and maintain an integrated multimodal transportation network	
• Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions. • Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities. • Support planning for people of all ages, abilities and backgrounds.	***Consistent.*** The project would be consistent with Connect SoCal's strategies to focus growth near destinations and mobility options. The project site is currently vacant. The project would construct an office and warehouse near an existing transit route. Riverside Transit Agency Route 8 is located along Chaney Street approximately ¼ mile northwest of the project site. The project site is also 1 mile from large regional shopping centers located adjacent to Central Avenue along the I-15 corridor. The project would therefore be consistent with these strategies by accommodating new employment growth near a transit route that provides access to retail centers.
Communities: Develop, connect and sustain livable and thriving communities	
• Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances. • Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.	***Consistent.*** The project would install sidewalks along the project frontage and a pedestrian access path to the office building entrance.
Environment: Create a healthy region for the people of today and tomorrow	
• Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change. • Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water. • Conserve the region's resources.	***Consistent.*** The project would be constructed in accordance with Title 24 energy efficiency standards and CALGreen standards.
Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region	
• Improve access to jobs and educational resources. • Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	***Consistent.*** The project would construct new office and warehouse buildings on a vacant lot, expanding employment opportunities on the project site.

Source: SCAG 2024
CALGreen = California Green Building Standards Code; I- = Interstate

Mitigation Measures: MM GHG-1

(Sources: Air Quality and Greenhouse Gas Emissions Assessment [ECORP Consulting, Inc. 2024a; Appendix A], CAP [City 2011d])

IX. HAZARDS AND HAZARDOUS MATERIALS

This section is based in part on the Phase I Environmental Site Assessment prepared for the project by S & S Commercial Environmental Services, Inc. (S & S 2024; Appendix E) to identify and evaluate actual and potential environmental conditions within the project site and vicinity. The assessment included site

reconnaissance, review of geologic and hydrogeologic settings, an environmental database search to identify documented "hazardous waste" facilities within one mile of the project site, and a review of historical records to assess historical land use and indications of potential contamination or sources of contamination within the project site.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Less Than Significant Impact)

Materials and waste are generally considered hazardous if they are poisonous (toxicity); can be ignited by open flame (ignitability); corrode other materials (corrosivity); or react violently, explode, or generate vapors when mixed with water (reactivity). The term "hazardous material" is defined in the State Health and Safety Code (Chapter 6.95, Section 25501[o]) as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. Hazardous waste is defined as any hazardous material that is abandoned, discarded, or recycled, as defined in the State Health and Safety Code (Chapter 6.95, Section 25125). The transportation, use, and disposal of hazardous materials, as well as the potential releases of hazardous materials to the environment, are closely regulated through many state and federal laws.

The project entails an office building, warehouse, and vehicle storage yard. During construction, the project would involve the use and/or generation of materials including fuels (gasoline and diesel), equipment fluids (oils and antifreeze), concrete, cleaning solutions, paints, solvents, and adhesives. Applicable regulatory requirements associated with hazardous materials during construction-related activities would be met through implementation of a Stormwater Pollution Prevention Plan (SWPPP) and related BMPs. As a result, hazardous material impacts related to construction activities would be less than significant.

Operation of the project would involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). It is possible that vendors may transport hazardous materials to and from the project; however, the drivers of the transport vehicles must comply with the Hazardous Materials Transportation Act. Hazardous materials or wastes stored on-site are subject to requirements associated with accumulation time limits, amounts, and proper storage locations and containers, and proper labeling. The amount of materials that would be anticipated to be handled at any one time for the proposed warehouse operations would be relatively small. Additionally, for removal of hazardous waste from the site, hazardous waste generators are required to use a certified hazardous waste transportation company which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal. Precise materials are not known, as the tenants of the proposed buildings are not yet defined. In the event that hazardous materials, other than those common materials described above, are associated with future warehouse operations, the hazardous materials would be transported, used, and disposed of in accordance with applicable regulatory requirements. With compliance with applicable regulations, operation of the project would not generate a significant risk to the public or the environment through the potential routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Potential release of hazardous materials and/or wastes during project construction is discussed above in Item IX(a). As noted therein, potential impacts associated with construction-related hazardous materials would be less than significant based on compliance with regulatory requirements and standard construction

measures. Post-construction, the project may transport, use, or dispose of hazardous materials, but would do so in compliance with hazardous waste regulations. Therefore, the 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. The impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Phase I Environmental Site Assessment [S & S 2024; Appendix E])

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? (Less Than Significant Impact)

The project site is approximately 0.16 mile northeast of Ortega High School and Keith McCarthy Academy. However, as previously discussed, future development within the project site would be required to comply with federal, state, and local regulations pertaining to the transport, use, disposal, handling, and storage of hazardous wastes during construction and operations. Impacts related to handling or emissions of hazardous materials near a school would be less than significant.

Mitigation Measures: No mitigation measures are required.

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? (No Impact)

Government Code 65962.5 stipulates that the Department of Toxic Substances Control (DTSC), the Department of Health Services (DHS), the SWRCB, and any local enforcement agency, as designated by Section 18051, Title 14 of the California Code of Regulations (CCR), identify and update annually a list of sites that have been reported to have certain types of contamination. To determine if the project site is listed on any such site, an environmental information database search was performed for the Phase I Environmental Site Assessment. The database review did not identify the project site on an environmental database maintained in accordance with Government Code 65962.5. In addition, there are no open hazardous waste sites within 1,000 feet of the project site per the DTSC's EnviroStor database or the SWRCB's GeoTracker database (DTSC 2025; SWRCB 2025).

No listed sites that would result in significant hazard to the public or the environment are located on the project site or immediate vicinity. No evidence was observed that the project site has been adversely impacted by contamination and no evidence of recognized environmental conditions exist on the project site. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

(Sources: Phase I Environmental Site Assessment [S & S 2024; Appendix E])

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 is not located within an airport land use plan or within two miles of a public airport. The nearest public airports are Perris Valley Airport located approximately 8 miles to the northeast, Hemet-Ryan

Airport located approximately 18 miles to the east, and French Valley Airport located approximately 14 miles to the southeast. No impacts related to airport safety hazards would occur.

Mitigation Measures: No mitigation measures are required.

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

Emergency management services are overseen by the Riverside County Fire Department (RCFD) and California Department of Forestry and Fire Protection (CAL FIRE). Construction activities that would be reasonably foreseeable with implementation of the project would have the potential to temporarily restrict access for emergency vehicles; however, it is anticipated that construction would not result in the full closure of roadways or other means of emergency access. Compliance with the County of Riverside's Emergency Operations Plan would be required during construction to ensure adequate emergency access. Operations associated with the project would not impair or interfere with implementation of adopted emergency response plans or evacuation plans. As such, implementation of the project would not impair an emergency response or evacuation plan, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan, County of Riverside's Emergency Operations Plan [County of Riverside 2024])

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (Less Than Significant Impact)

Pursuant to Figure 3.10-2 of the General Plan EIR (City of Lake Elsinore 2011c), the project site is within a High Fire Hazard Severity Zone according to CAL FIRE's fire hazard severity zone mapping. Areas surrounding the project site support vegetation that serves as a prime fuel source for wildfire, and the wildfire susceptibility northeast of the project site is defined as very high. The project would be required to comply with CBC requirements for fire protection in areas prone to wildfires, in particular Section 701A that requires construction with fire resistant materials and methods to minimize property damage. In addition, the project would undergo a fire, life, and safety review by the City Fire Department to determine the specific fire requirements applicable to ensure compliance with these requirements. Compliance with existing building code requirements and provision of adequate fire protection services would ensure that impacts related to a significant risk of loss, injury, or death involving wildland fires would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

X. HYDROLOGY AND WATER QUALITY

This section is based on a Hydrology and Hydraulic Study and a Project Specific WQMP prepared for the project by NM Civil Engineering, Inc. (2023a and 2023b; Appendix F and Appendix G).

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? (Less Than Significant Impact)

The project site is located within the Lake Elsinore Sub-watershed of the Santa Ana Watershed region of Riverside County. The Santa Ana Regional Water Quality Control Board (SARWQCB) sets water quality

standards for ground and surface waters within the region. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives).

Construction of the project would include grading, excavation, installation of subsurface infrastructure, and other earth-moving activities that have the potential to cause erosion that could degrade surface or ground water quality and/or violate water quality standards. The use of heavy construction equipment could result in the accidental release of hazardous materials (e.g., oils, fuels, and other water quality pollutants) that also could potentially affect surface and/or ground water quality. As required by the Clean Water Act, the project would comply with the Santa Ana Municipal Separate Storm Sewer (MS4) NPDES Permit. The NPDES MS4 Permit Program, which is administered in the project area by Riverside County and is issued by the SARWQCB, regulates stormwater and urban runoff discharges from developments to natural and constructed storm drain systems in the City. Since the project would disturb one or more acres of soil, construction activities would be subject to the Construction General Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, adopted September 2, 2009 and effective as of July 2, 2010) issued by the SWRCB. The Construction General Permit requires implementation of a SWPPP for site clearing, grading, and disturbances such as stockpiling or excavation. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, storm water collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways.

Development of the currently vacant project site would result in an increase in impervious surfaces associated with roadways, parking lots, sidewalks, buildings, and other hardscape features. This increase in on-site impervious surfaces would allow less water to percolate into the ground and would therefore generate more surface water during rainfall events. Impervious surfaces would collect sediments, oil and grease, trash and debris, and other impurities that would then be assimilated into surface runoff. A WQMP (NM Engineering, Inc. 2023b) has been prepared for the project to address the increase in polluted runoff that would occur from the project. The project would incorporate a bioretention basin in the southeastern corner of the property. The bioretention basin would be a shallow, vegetated basin with a ponding area underlain by an engineered soil media that would be incorporated into the site landscaping. The bioretention basin would collect runoff where it would be temporarily retained in the soil media. The plants and biological activity in the root zone would then function to take up pollutants and runoff, thus filtering the water before it is released into the storm drain system that eventually leads to Lake Elsinore. The project would not substantially degrade surface or ground water quality. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Hydrology and Hydraulic Study [NM Civil Engineering, Inc. 2023a; Appendix F], WQMP [NM Civil Engineering, Inc. 2023b; Appendix G])

b) 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)

Since the City has a large amount of vacant land, substantial changes to recharge systems could occur from development of the vacant parcels. The increase in impervious surfaces that would occur for the project, as discussed above in Item X(a), would result in decreased on-site percolation capabilities; however, the project proposes pervious surfaces, including on-site landscaping and a bioretention basin that would collect stormwater runoff from the project site. Water collected in the bioretention basin would be treated and then released into the storm drain system for output into Lake Elsinore, where infiltration and groundwater recharge occur. This would be consistent with the City's requirement that treated stormwater be directed to

Lake Elsinore and not infiltrated on site. Therefore, implementation of the project would not substantially decrease groundwater supplies or interfere with groundwater recharge or impede sustainable groundwater management of the basin. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR, WQMP [NM Civil Engineering, Inc. 2023b; Appendix G])

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? (Less Than Significant Impact)

The existing on-site drainage pattern is generally overland from north to south toward West Minthorn Street. No existing drainage structures occur within the project site. While the project would maintain this same general drainage pattern, impervious surfaces would be constructed on currently vacant land, which would increase the amount and change the drainage flow of on-site runoff. A proposed bioretention in the southeast corner of the site would collect and convey off-site sheet flow from the north to prevent inundation of the project site and surrounding areas. The project would also incorporate landscaping and gravel areas to catch runoff from the project's roof gutters, access road, and paved parking lot. With these features, stormwater runoff generated during project operation would be adequately captured on site and would not result in substantial erosion or siltation on or off site. There is a potential for erosion and siltation to occur during project construction, specifically during site clearing, grading, and other earth-moving activities. Grading activities would be conducted in accordance with the City of Lake Elsinore Grading Ordinance Nos. 636, 801, and 882, and the standards outlined in the City's Plan Preparation and Design Manual (City 2024). Implementation of the NPDES permit requirements and an erosion control plan would reduce potential erosion, siltation, and water quality impacts to receiving water bodies and adjacent property. Therefore, potential impacts associated with erosion or siltation would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Hydrology and Hydraulic Study [NM Civil Engineering, Inc. 2023a; Appendix F], WQMP [NM Civil Engineering, Inc. 2023b; Appendix G])

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Less Than Significant Impact)

As discussed above in Item X(c)(i), implementation of the project would alter the drainage pattern of the site through an increase in impervious surfaces, which would result in an increase in surface runoff. However, a proposed bioretention basin in the southeastern corner of the property and the on-site landscaping and gravel areas would be designed to adequately accommodate runoff and prevent flooding on- and off-site. Therefore, the project would not result in on- or off-site flooding and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Hydrology and Hydraulic Study [NM Civil Engineering, Inc. 2023a; Appendix F], WQMP [NM Civil Engineering, Inc. 2023b; Appendix G])

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; (Less Than Significant Impact)

As discussed above in Item X(c)(i), implementation of the project would alter the drainage pattern of the site through an increase in impervious surfaces, which would result in an increase in surface runoff; however, proposed drainage infrastructure would be designed to adequately accommodate runoff and result in the slow release of stormwater to the storm drain system. Therefore, the project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Hydrology and Hydraulic Study [NM Civil Engineering, Inc. 2023a; Appendix F], WQMP [NM Civil Engineering, Inc. 2023b; Appendix G]).

iv. Impede or redirect flood flows? (Less Than Significant Impact)

The southeastern corner of the project site is located within Federal Emergency Management Agency (FEMA) flood "Zone X" defined as areas of 0.2 percent annual chance flood hazard, areas of 1 percent annual chance flood with average depth of less than 1 foot or with drainage areas of less than one square mile (FEMA 2025). No portion of the site is mapped within a special flood hazard area subject to inundation by the 1 percent annual chance flood. As such, the risk of flooding at the site is low and the project is not anticipated to substantially impede or redirect flood flows. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: FEMA Flood Map Service Center [FEMA 2025])

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (No Impact)

As discussed above in Item X(c)(iv), the project site is not within a special flood hazard area and risk of flood at the project site is considered low (FEMA 2025). A seiche is a standing wave in an enclosed or partly enclosed body of water. Seiches are normally caused by earthquake activity, and can affect harbors, bays, lakes, rivers, and canals. The nearest enclosed body of water is Lake Elsinore, approximately one mile southwest of the project site, which is too far to result in inundation at the project site during a seiche event. Additionally, because the project site is located more than twenty miles inland, the project site would not be inundated by a tsunami. As such, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

(Sources: FEMA Flood Map Service Center [FEMA 2025])

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Less Than Significant Impact)

The project site is located within the Santa Ana River watershed, which is regulated by the SARWQCB. The SARWQCB has developed a "Water Quality Control Plan" for the Santa Ana River Basin (herein, "Basin Plan") (SARWQCB 2019). The Basin Plan establishes water quality standards for the ground and surface waters of the region. The Basin Plan includes an implementation plan describing the actions by the

SARWQCB and others that are necessary to achieve and maintain water quality standards. The SARWQCB regulates waste discharges to minimize and control their effects on the quality of the region's ground and surface water. Permits are issued under several programs and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. The SARWQCB ensures compliance with the Basin Plan through its issuance of NPDES Permits, issuance of Waste Discharge Requirements (WDR), and Water Quality Certifications pursuant to Section 401 of the Clean Water Act. In conformance with these requirements, the project prepared a WQMP (NM Engineering, Inc. 2023b; Appendix G) to meet applicable requirements of the Basin Plan, including requirements and conditions of approval associated with NPDES permits, issuance of WDRs, and Water Quality Certifications. Therefore, the project would not conflict with the Basin Plan, and potential impacts associated with implementation of a water quality control plan would be less than significant.

As discussed above in Item X(b), substantial changes to recharge systems could occur from development of the vacant parcels. In order to reduce pollutants, the City has implemented policies to minimize pollutants in the local and regional waterways, which includes water that percolates into the groundwater through Water Resources Policies 4.1, 4.2, and 4.3. Water Resources Policies 4.1 and 4.2 require development projects to acquire a NPDES permit and implement BMPs to reduce pollutants. Water Resources Policy 4.3 requires the City to review future development project's beneficial uses during the environmental review stage. Therefore, the project would not conflict with sustainable groundwater management plans, and potential impacts associated with implementation of a groundwater management plan would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Basin Plan [SARWQCB 2019]; General Plan EIR)

XI. LAND USE AND PLANNING

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

The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or the removal of a means of access, such as a local road or bridge that would impact mobility within an existing community or between a community and outlying area. A significant impact would occur if the project were sufficiently large or configured in such a way so as to create a physical barrier within an established community. The project is surrounded by I-15 to the north, a tow yard to the east, an industrial storage yard to the south, and a stormwater detention basin to the west. The project site is not currently used for access between existing uses and implementation of the project would not create a physical barrier that would divide an established community. Moreover, project implementation would not provide for infrastructure systems such as new roadways that would divide or disrupt neighborhoods or other established community elements in a previously developed and urbanized area. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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? (Less Than Significant With Mitigation Incorporated)

The project site is zoned and has a General Plan Land Use designation of General Commercial. The project proposes to change the site's General Plan Land Use designation and zoning to Limited Industrial and M1, respectively. The General Plan Amendment and Zone Change would bring the project into compliance with

the General Plan. The project has been designed to meet the industrial development standards as identified in the LEMC, including but not limited to setbacks, building heights, parking spaces, drive aisles, and FAR, and to be consistent with the applicable land use policies and regulations of the General Plan. Review of the project for consistency with applicable zoning regulations as part of the approval process would ensure that the project would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact.

As discussed in the project's Noise Impact Assessment (ECORP Consulting, Inc. 2024d; Appendix H), the project would not exceed the City's General Plan standards for construction or operational noise at nearby land uses, and construction would be limited to the hours of 7:00am to 7:00pm from Monday through Saturday.

As discussed in Item IV(f), with MM BIO-2, the project would not conflict with the MSHCP or other approved local, regional, or state habitat conservation plans. Thus, with the implementation of MM BIO-2, land-use related impacts would be less than significant.

As discussed in Item VIII(a), with MM GHG-1, the project would not conflict with the City's CAP.

Mitigation Measures: MM BIO-2 and **MM GHG-1**

(Sources: Zoning Map, General Plan)

XII. MINERAL RESOURCES

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (No Impact)

Substantial mineral resources have been identified within the City and are noted within the City's General Plan, in particular aggregate type mineral resources. These resource areas are primarily designated within Mineral Resource Zone (MRZ) 2 pursuant to the Surface Mining and Reclamation Act and California Mineral Land Classification System Diagram based on available geological information. The designation of MRZ 2 indicates the area is underlain by mineral deposits where geologic data shows that significant measured or indicated resources are present. According to Figure 3.12-1 of the General Plan EIR (City of Lake Elsinore 2011c), the project site is located within MRZ 3, or areas containing mineral deposits, the significance of which cannot be evaluated from available data. The project site is not located within an area that has been classified or designated as a mineral resource area by the State Board of Mining and Geology, nor has mineral extraction been documented to occur on site. Further, the project involves office and warehouses uses, and the site is not planned or zoned for mineral extraction use. Implementation of the project therefore would not 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. No impact would occur.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

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

As discussed in Item XII(a), the General Plan does not identify the project site to be a significant mineral resource area as it is not located within one of the designated locally important mineral resource areas within

the City. Additionally, the project site is not used for mineral extraction and is not delineated on any plan for mineral resource recovery uses. No impact would occur.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

XIII. NOISE

This section is based on the Noise Impact Assessment prepared for the project by ECORP Consulting, Inc. (2024d; Appendix H).

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? (Less Than Significant Impact)

Noise-sensitive land uses are associated with indoor and/or outdoor activities that may be subject to stress and/or substantial interference from noise, and often include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, educational facilities, libraries, parks, and nature/wildlife preserves. Surrounding land uses are comprised I-15 to the north; a tow yard to the east, and industrial storage yard to the south, and a stormwater detention basin to the west. The nearest residential use area is located approximately 700 feet to the northeast across Collier Avenue. An evaluation of potential construction and operational noise impacts is provided below.

Construction Noise

Equipment Noise

Section 17.176.080F of the LEMC specifies noise level limits for mobile and stationary construction equipment. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, building construction, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustic disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). During construction, exterior noise levels could negatively affect sensitive land uses in the vicinity of the construction site.

LEMC Section 17.176.080 has mobile and stationary construction noise standards for residential and commercial land uses. It is noted that in the case of the project, all phases of construction would employ stationary equipment only, as the City defines mobile equipment standards as non-scheduled, intermittent, short-term operations (less than 10 days) while defining stationary equipment as repetitively scheduled and relatively long-term operation (period of 10 days or more). The project would require use of stationary equipment through all phases. The nearest residential land use is located to the northwest of the project Site boundary, fronting Collier Avenue. The nearest commercial land use is Steve's Towing located directly east of the project site. It is acknowledged that the majority of construction equipment is not situated at any one location during construction activities but rather spread throughout the project site and at various distances from sensitive receptors. Therefore, this analysis employs the Federal Transit Administration (FTA) guidance for calculating construction noise, which recommends measuring construction noise

produced by all construction equipment operating simultaneously from the center of the project site. The anticipated short term construction noise levels generated for the necessary equipment during each phase for the nearest residential and commercial land uses are summarized in Table 9, *Construction Noise Levels at Off-site Receivers.*

Table 9
Construction Noise Levels at Off-Site Receivers

Receiver	Construction Phase	Estimated Exterior Construction Noise Level (dBA)	Daytime Construction Noise Standard (dBA L_{eq})	Exceed Standards ?
Residential Land Use	Site Preparation	59.5	60	No
	Grading	59.3	60	No
	Building Construction, Paving, and Painting	59.6	60	No
Commercial Land Use	Site Preparation	72.9	75	No
	Grading	72.8	75	No
	Building Construction, Paving, and Painting	73.1	75	No

Source: ECORP Consulting, Inc. 2024d; Appendix H
dBA = A-weighted decibel; L_{eq} = equivalent continuous sound pressure level

Construction activities would be limited to 7:00 a.m. to 7:00 p.m. from Monday through Saturday, excluding holidays. No nighttime, weekend, or holiday construction activities are anticipated. Construction activities would only occur during the hours permitted under LEMC Section 17.176. Therefore, on-site construction activities would not generate a substantial temporary increase in ambient noise levels, and impacts would be less than significant.

Traffic Noise

Project construction would result in additional traffic on adjacent roadways over the period that construction occurs. According to CalEEMod, which is used to predict the number of worker commute trips, the maximum number of construction workers traveling to and from the project site at one time would not be expected to exceed 23 trips in total (21 construction worker trips and 2 vendor trips). According to the Caltrans *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (Caltrans 2013), doubling of traffic on a roadway is required to result in an increase of 3 A-weighted decibels (dBA) (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). The project site is mainly accessible from Collier Avenue. According to the City of Lake Elsinore General Plan Draft Environmental Impact Report (City 2011b), Collier Avenue is a Major Roadway within the City and has a traffic volume capacity of 34,100 ADT. Thus, the project construction would not result in a doubling of traffic, and therefore its contribution to existing traffic noise would not be perceptible. Additionally, it is noted that construction is temporary, and these trips would cease upon completion of the project. Impacts would be less than significant.

Operational Noise

Noise generated by project operations would include mobile sources (i.e., traffic noise) and on-site noise sources such as people talking, car doors opening and closing, equipment loading, etc.

Traffic Noise

The project would increase traffic volumes on local roadways but would not substantially alter the vehicle classifications mix on local or regional roadways, nor would the project alter the speed on an existing roadway or create a new roadway. Thus, the primary factor affecting off-site noise levels would be increased traffic volumes. While changes in noise levels would occur along any roadway where project-related traffic occurs, for noise assessment purposes, noise level increases are assumed to be greatest nearest the project site, as this location would represent the greatest concentration of project-related traffic. As described above, substantial noise increase is defined as an increase of 3 dBA above existing conditions.

The project site is mainly accessible from Collier Avenue. According to the General Plan Environmental Impact Report (City 2011b), Collier Avenue is a Major Roadway within the City and has a traffic volume capacity of 34,100 ADT. According to the Caltrans *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (Caltrans 2013), doubling of traffic on a roadway would result in an increase of 3 dB (a barely perceptible increase). Per the Trip Generation and VMT Screening Memo (K2 Traffic Engineering, Inc. 2022), the project is anticipated to generate 119 ADT. The project would not result in a doubling of traffic, thus its contribution to existing traffic noise would not be perceptible.

On-site Sources

The primary on-site operational noise sources for the project would be activities occurring on the project site, such as the moving of vehicles, people talking, etc. On-site project operations have been calculated using the SoundPLAN 3D noise model. Table 10, *Operational Noise Levels at Off-site Receivers*, shows the predicted project noise levels at four locations in the project vicinity. These four locations represent the three nearest commercial/industrial land uses and nearest residence to the project site.

Table 10
Operational Noise Levels at Off-Site Receivers

Location	Land Use	Modeled Operational Project Noise (dBA L_{eq})	City Noise Standard Day/Night (dBA L_{eq})	Exceed Standards?
Residential property north of the project site.	Residential	39.4	50/40	No
Steve's Towing south of the project site.	Commercial	54.4	65/60	No
RightWay Temporary Power north of the project site	Commercial	41.0	65/60	No
DC Pantry across West Minthorn Street	Commercial	51.3	65/60	No

Source: ECORP Consulting, Inc. 2024d; Appendix H
dBA = A-weighted decibel; L_{eq} = equivalent continuous sound pressure level

As shown in Table 10, operational noise levels would not exceed the applicable limits as specified in Section 17.176.060 of the City's Municipal Code. Therefore, operational noise would not generate a substantial permanent increase in ambient noise levels in excess of limits established in the LEMC, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Noise Impact Assessment [ECORP Consulting, Inc. 2024d; Appendix H])

b) Generation of excessive groundborne vibration or groundborne noise levels? (Less Than Significant Impact)

Construction would have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and damage to nearby structures at the highest levels. Vibration perception would occur at structures, as people do not perceive vibrations without vibrating structures.

Human reaction to vibration is dependent on the environment the receiver is in, as well as individual sensitivity. For example, vibration outdoors is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying. Based on several federal studies, the threshold of perception is 0.035 inches per second (in/sec) peak particle velocity (PPV), with 0.24 in/sec PPV being distinctly perceptible (Caltrans 2020). Neither cosmetic nor structural damage of buildings occurs at levels below 0.1 in/sec PPV.

The nearest structure is Steve's Towing located approximately 150 feet south of the project site center. Construction equipment could include equipment such as bulldozers, loaded trucks, jackhammers, and vibratory rollers. Vibration levels from these pieces of equipment would generate vibration levels with a PPV ranging from 0.0002 to 0.0142 in/sec PPV at 150 feet. Vibration levels would not exceed 0.035 PPV at the nearest structure. Therefore, vibration due to construction would not be perceptible or cause structural damage. Once operational, the project would not be a source of groundborne vibration. Therefore, the project would not expose persons to or generate excessive groundborne vibration or groundborne noise, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Noise Impact Assessment [ECORP Consulting, Inc. 2024d; Appendix H])

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 project site is located approximately 8 miles northeast of the Perris Valley Airport. According to the City of Perris General Plan Noise Element (2016), the airport is a center for skydiving. Aircraft traffic at the airport typically consist of Twin Otter Turbo Prop, 20-passenger planes equipped with jet engines and propellers. Due to the limited activities occurring at the airport, the lack of commercial flights and distance of more than three miles from the airport to the project site, it can be assumed that those working at the project would not be negatively impacted by airport operations. No impact would occur.

Mitigation Measures: No mitigation measures are required.

XIV. POPULATION AND HOUSING

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)? (Less Than Significant Impact)

The project would not directly or indirectly induce population growth. Population growth is a complex interaction between immigration, emigration, birth, deaths, and economic factors. The project involves an office building, warehouse, and outdoor vehicle storage yard; no residences would be added to the project area. Although the project would result in an increase in temporary construction jobs and permanent commercial/industrial jobs, these jobs are expected to be filled by members of the existing population of the area. Therefore, implementation of the project would result in less than significant impacts related to inducing substantial unplanned population growth.

Mitigation Measures: No mitigation measures are required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No Impact)

The project site is currently vacant. No existing housing or businesses would be displaced upon implementation of the project. No impact would occur.

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 Fire Department is comprised of contracted fire services with RCFD and CAL FIRE. The RCFD operates 106 fire stations in 15 battalions, providing fire suppression, emergency medical, rescue, and fire prevention services throughout Riverside County (RCFD 2025). Equipment used by RCFD has the ability to respond to both urban and wildland emergency conditions. Specifically, Battalion 2 of RCFD services the City. The nearest fire station is Station No. 10, located approximately 0.8 mile southeast of the project site.

Development of the project would be subject to the City's policies and ordinances for hazard mitigation and fire prevention. The project would be required to comply with applicable fire code requirements for construction and access to the site and as such, will be reviewed by the City Fire Department to determine the specific fire requirements applicable to ensure compliance with these requirements. Chapter 16.74 of the LEMC establishes a program for the adoption and administration of development impact fees by the City for the benefit of the citizens whereby as a condition to the issuance of a building permit or certificate of occupancy by the City, the property owner or land developer is required to pay development impact fees or provide other consideration to the City for the purpose of defraying the costs of public expenditures for capital improvements (and operational services to the extent allowed by law) which will benefit such new development. LEMC Section 16.74.049 includes a "fire facilities fee" to mitigate the additional burdens

created by new development for City fire facilities. Since the project includes new development, impacts must be offset through the payment of the appropriate development impact fees. As described above in Item XIV(a), the addition of an office building and warehouse on a vacant lot would result in an increase in the number of employees in the project vicinity. However, the increase in demand for fire protection services from this slight increase in daytime population is not anticipated to require the construction of new facilities or infrastructure. Therefore, the project would not result in substantial adverse physical impacts related to fire protection, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan, LEMC; Riverside County Fire Stations [RCFD 2025])

b) Police protection? (Less Than Significant Impact)

As a contract service to the City provided by the Riverside County Sheriff's Department, the Lake Elsinore Police Department is responsible for police protection within the City, including enforcement of local, state, and federal statutes; public safety; traffic enforcement; and maintaining public order. The California Highway Patrol provides traffic enforcement to the County with additional support from the local County Sheriff's Department. The Lake Elsinore Police Department/Sheriff's Station is located at 333 Limited Avenue, approximately 0.9 mile southeast of the project site.

Chapter 16.74 of the LEMC establishes a program for the adoption and administration of development impact fees by the City for the purpose of defraying the costs of public expenditures for capital improvements (and operational services to the extent allowed by law) which would benefit such new development. The project would participate in this development impact fee program to mitigate potential impacts to police protection resources. Additionally, the project would be required to comply with applicable law enforcement requirements and standards to ensure adequate law enforcement protection is available to serve the project site. Potential impacts would be considered incremental and can be offset through the payment of the development impact fee and compliance with regulatory requirements. The project would not result in substantial adverse physical impacts related to police protection. Therefore, potential impacts associated with police projection would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan, LEMC)

c) Schools? (Less Than Significant Impact)

The Lake Elsinore Unified School District (LEUSD) covers a 144-square mile area within the City of Lake Elsinore, City of Canyon Lake, City of Wildomar, and a portion of the unincorporated County of Riverside. LEUSD is composed of 25 schools including 13 elementary schools, 2 K-8 schools, 4 middle schools, 3 comprehensive high schools, a continuation school, and 2 alternative education centers. The project would not generate new housing that would directly increase the number of school-age children on the project site; however, the project would slightly increase the number of employees on the project site, some of whom may have school-age children. As a result, the project would be required to pay school development fees to offset potential impacts resulting from the increase in demand on school facilities and services. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: LEMC)

d) Parks? (Less Than Significant Impact)

The City has 19 public parks with hundreds of acres of active and passive recreation opportunities. The project includes the development of an office building, warehouse, and vehicle storage yard, which are not uses that typically result in additional usage of the existing parks in the City. However, Section 16.34.060 in Chapter 16.34 (Required Improvements) of the LEMC requires that prior to the issuance of a building permit, the property owner or developer must pay fees for the purposes set forth in that section. Paragraph D of LEMC Section 16.34.060 describes the City's Park Capital Improvement Fund and describes that the City Council has the option to request dedication for park purposes or in lieu thereof, request that the property owner or developer pay a fee for the purpose of purchasing the land and developing and maintaining the City park system. The project would be required to pay park fees to the City for the purpose of establishing, improving, and maintaining park land within the City. Potential impacts would be offset through the payment of the appropriate park fees. Therefore, the project would not result in substantial adverse physical effects related to parks, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: LEMC)

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

The City is part of the Riverside County Library System. The closest library to the project site is the Lake Elsinore Library at 600 W Graham Drive, approximately 0.8 miles southwest 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 property owner or developer must pay fees for the purposes set forth in that section. Paragraph B of LEMC 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 to the community. While the project would not involve new housing that would substantially increase library demand, potential impacts must be offset through the payment of the appropriate library mitigation fees. Therefore, potential impacts associated with libraries would be less than significant.

Chapter 16.74 of the LEMC establishes a program for the adoption and administration of development impact fees by the City for the purpose of defraying the costs of public expenditures for capital improvements (and operational services to the extent allowed by law) which would benefit such new development. LEMC 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 property owner would be required to pay City Hall & Public Works fees, Community Center Fees, and Marina Facilities Fees prior to the issuance of building permits. Therefore, potential impacts associated with other public services and facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: LEMC)

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's Parks and Recreation Master Plan 2008 – 2030 (adopted July 14, 2009) establishes a goal of providing five acres of park space per 1,000 residents. The project involves an office park, warehouse, and vehicle storage yard, which would not result in substantially increased demand for neighborhood and regional parks or other recreational facilities. Regardless, as described in Item XIV(d), the project applicant would be required to pay park fees to the City for the purpose of establishing, improving, and maintaining parkland within the City. Potential project-related impacts would be offset through the payment of the appropriate park fees. Therefore, potential impacts associated with parks or recreational facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Parks and Recreation Master Plan [City of Lake Elsinore 2009]; LEMC)

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? (No Impact)

The project involves an office building, warehouse, and vehicle storage yard; it would not include new recreational facilities or require the construction of expansion of recreational facilities elsewhere. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

XVII. TRANSPORTATION

A Trip Generation and VMT Screening Memo (K2 Traffic Engineering, Inc. 2022; Appendix I) was prepared for the project to assess the project's potential to affect the circulation system and to generate VMT. Portions of the following analysis are based on the report.

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

Section 2.4 of the Community Form Element of the City's General Plan addresses circulation in Lake Elsinore. The following policies in Section 2.4.4, *Circulation Goal, Policies, and Implementation Program,* apply to the project:

- 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.

- Policy 6.3: Maximize the use of shared driveways and on-site circulation to minimize conflicts at access points to the roadway network.

- 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.

The project would include two full access driveways to facilitate adequate circulation throughout the project site. The project is a low-VMT development in a low-VMT area of the City that lacks bike lane infrastructure. As a result, the project is not required to install traffic signals, and the addition of bike lanes is infeasible. Accordingly, the project does not conflict with applicable General Plan policies regarding circulation.

In 2020, SCAG adopted the Connect SoCal Plan to increase mobility options in the region and achieve a more sustainable growth pattern (SCAG 2020). A major goal of the Connect SoCal Plan is to provide more diverse transportation options, including pedestrian infrastructure. The project would add new sidewalks along West Minthorn Street to improve pedestrian mobility in the area. As a result, the project would be consistent with the Connect SoCal Plan. Impacts related to circulation plan compliance would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Trip Generation and VMT Screening Memo [K2 Traffic Engineering, Inc. 2022; Appendix I])

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (Less Than Significant Impact)

CEQA Guidelines Section 15064.3 subdivision (b) sets forth specific criteria for determining the significance of transportation impacts as related to VMT. In accordance with CEQA Guidelines Section 15064.3 subdivision (b) and SB 743, the City recently updated their Traffic Impact Analysis Preparation Guide to include VMT analysis methodology. Land use projects that have the potential to increase the average VMT per service population (compared to the City's baseline threshold) are evaluated for potential impacts.

Per the City's *Traffic Impact Analysis Preparation Guide*, adopted June 23, 2020 (City 2020), there are three types of Western Riverside Council of Governments screening criteria. If a project satisfies one or more of the three screening criteria, it can be presumed to not have a significant impact related to VMT and can be effectively screened from having to do additional project-level VMT analysis. The three types include the following:

1. Transit Priority Area (TPA) Screening: projects located within a TPA may be presumed to have a less than significant impact.
2. Low VMT Area Screening: projects in a low VMT traffic analysis zone (TAZ) may be presumed to have a less than significant impact.
3. Project Type Screening: local serving retail projects less than 50,000 sf may be presumed to have a less than significant impact.

The project is located in a low VMT-generating TAZ and would be consistent with screening criteria 2. As such, no additional VMT analysis is required. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Trip Generation and VMT Screening Memo [K2 Traffic Engineering, Inc. 2022; Appendix I])

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (No Impact)

The project is compatible with surrounding land uses and would not increase hazards due to design features or incompatible uses. The project does not propose a dangerous design feature, nor would the proposed access driveways connect to existing roadways in such a way that would pose a danger to increased traffic. Sight distance and project access would be reviewed by the City Engineer prior to issuance of building permits to ensure that project circulation and access has been designed per City regulations. Therefore, no impact associated with hazardous geometric design features would occur.

Mitigation Measures: No mitigation measures are required.

d) Result in inadequate emergency access? (Less Than Significant Impact)

The project would be constructed on a vacant site along West Minthorn Street. The site would be accessed via two driveways along West Minthorn Street that would be 40 feet wide to allow adequate circulation for emergency vehicles and evacuation. Similarly, internal drive aisles would be 26 feet wide to allow adequate circulation for emergency vehicles and evacuation. In conjunction with the review and approval of building permits, the City's Fire and Police Departments would review plans to ensure compliance with applicable emergency access and safety requirements. With application of project review procedures, impacts involving emergency access would be less than significant.

Mitigation Measures: No mitigation measures are required.

XVIII. TRIBAL CULTURAL RESOURCES

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 With Mitigation Incorporated)

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 With Mitigation Incorporated)

As previously discussed in Item V(a), no recorded historical or archaeological resources are located within the project site, and no new resources were identified during the field survey conducted at the project site.

To identify potential Tribal Cultural Resources (TCRs) at the project site, a Sacred Lands File Search was conducted with the NAHC. The results of Sacred Lands File Search were negative, and no resources have been previously identified in the immediate project area.

AB 52, signed into law in 2014, amended CEQA and established new requirements for tribal notification and consultation. AB 52 applies to 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 establishes 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 consultation efforts to support CEQA findings.

A tribe must submit a written request to the relevant lead agency if it wishes to be notified of projects within its traditionally and culturally affiliated area. The lead agency must provide written, formal notification to the tribes that have requested it within 14 days of determining that a project application is complete or deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either (1) the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per Public Resources Code Section 21082.3(c).

In accordance with the requirements of AB 52, the City sent notification to the Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, Rincon Band of Luiseño Indians, Pechanga Band of Indians, Soboba Band of Luiseño Indians and Torres-Martinez Desert Cahuilla Indians Tribes on January 26, 2023. The Pechanga, Rincon, and Soboba tribes requested to be consulted. Meetings were held with the Soboba Tribe on November 7, 2023, December 17, 2024, April 17, 2025, and July 2, 2025. Meetings were held with the Pechanga Tribe on November 30, 2023, December 19, 2024, April 22, 2025, and June 24, 2025. Meetings were held with the Rincon Tribe on April 3, 2025. The City concluded consultation with the Rincon Band of Luiseño Indians on June 25, 2025, the Soboba Band of Luiseño Indians on July 2, 2025, and with the Pechanga Band of Indians on July 28, 2025. The tribes indicated that incorporation of the City's standard cultural mitigation measures, included in this document as MM CUL-1 through MM CUL-7, would sufficiently mitigate potential impacts to tribal cultural resources.

Based on the absence of recorded resources within or adjacent to the project site, no adverse changes in the significance of TCRs are anticipated; however, it is possible that unknown TCRs may be discovered during grading and other ground-disturbing activities. Therefore, MM CUL-1 through MM CUL-7, identified in Item V, *Cultural Resources*, would be implemented to ensure that potential impacts to TCRs pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 would be less than significant.

Mitigation Measures: MM CUL-1 through **MM CUL-7**

(Sources: Cultural Resources Inventory [ECORP Consulting, Inc. 2024c; Appendix C])

XIX. UTILITIES AND SERVICE SYSTEMS

a) 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)

Proposed utilities would include construction of water, sewer, and storm drain laterals and pipelines, as well as connections to existing electric, natural gas, and telecommunication lines. The project site is within the service boundary for EVMWD. The project would be served by existing water and wastewater treatment facilities and would not require the construction of new or expanded facilities. Water service would be provided by the EVMWD through a lateral to an existing line in West Minthorn Street. Sewer service would be provided by connections to an existing 8-inch sewer line in West Minthorn Street.

In addition, the project would provide on-site storm water drainage facilities that would connect to the existing municipal storm drain system. The project would incorporate a bioretention basin in the southeastern corner of the property to filter stormwater runoff before it is released into the storm drain system that eventually leads to Lake Elsinore. Natural gas, electricity, and telecommunications services would be provided by utility service providers (Southern California Gas Company, SCE, and Frontier) via connections to existing lines. Therefore, the project would not require the construction of new or expanded facilities. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Preliminary Grading Plan)

b) 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)

Construction activities associated with the project would require the use of water for dust control during grading activities. The amount of water used during construction would, however, be minimal. During operation, the anticipated water use for the project would generate increased demand for water supplies. EVMWD, which obtains its potable water supplies from imported water from The Metropolitan Water District of Southern California, local surface water from Canyon Lake, and local groundwater from the Elsinore Basin, would provide water service to the project site.

According to EVMWD's 2020 Urban Water Management Plan (UWMP), EVMWD has determined that current and anticipated future supplies are sufficient to meet the projected dry-year and multiple dry-year demand. However, the UWMP uses existing and planned land uses to estimate water demand. The project proposes a General Plan Amendment and Zone Change, and its water usage is therefore unaccounted for in the UWMP. According to CalEEMod defaults for industrial and commercial water usage, the project is anticipated to require 8.5 acre-feet of water per year (afy; ECORP 2024a; Appendix A), while a retail project of the same size under the site's existing land use designation and zoning would require 2.1 afy (Pacific Institute 2003). Thus, the project has a demand of 6.4 afy that is unaccounted for in the UWMP. The 2020 UWMP includes a comparison of water supply and demand under normal and dry conditions for the years 2025 through 2045. EVMWD is anticipated to have its smallest normal and dry condition water surpluses – 4,361 afy and 2,039 afy, respectively – in 2045. The project's unaccounted-for demand of 6.4 afy is approximately 0.15% and 0.31% of EVMWD's normal and dry year surpluses, respectively. The project's unaccounted-for demand would be a negligible percentage of EVMWD's surplus, even under dry conditions. Thus, there are sufficient water supplies as well as water shortage contingency plans to protect existing and future water needs within the EVMWD service area. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: EVMWD Urban Water Management Plan)

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? (Less Than Significant Impact)

EVMWD would provide wastewater service to the project site. The project would result in increased demand for wastewater treatment, given the project would be constructed on a vacant site. Wastewater would be treated at EVMWD's Regional Reclamation Facility, which has a current treatment capacity of 8 million gallons of wastewater per day (EVMWD 2023). By 2026, the Regional Reclamation Facility

expansion project is expected to be completed, which would increase the facility's treatment capacity to 12 million gallons per day. As a result, EVMWD has sufficient capacity to service the project site. Required improvements include the construction of additional water and sewer mains and utility easements. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: EVMWD Website; EVMWD 2023)

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? (Less Than Significant Impact)

Riverside County Waste Management facilitates solid waste disposal services for Riverside County, and the City contracts with CR&R, Inc. Environmental Services for trash pickup. Lake Elsinore is served by a number of landfills, including El Sobrante Landfill, Badlands Landfill, and Lamb Canyon Landfill. El Sobrante Landfill is expected to reach capacity by 2051. Badlands Landfill is expected to reach capacity by 2059 and Lamb Canyon Landfill by 2032 (California Department of Resources Recycling and Recovery [CalRecycle] 2025).

Solid waste disposal is managed at the regional level; therefore, generation of solid waste within the City, including by the project, is one part of a regional issue. The project would be required to comply with applicable state and local regulations, including Section 40050 et seq. of the California Public Resources Code, to reduce the volume of solid waste entering landfills. Chapter 14.12 of the LEMC requires that project construction divert a minimum of 50 percent of construction and demolition debris. The project is anticipated to meet or exceed this requirement during construction. The amount of solid waste generated by the project is anticipated to be accommodated by the existing landfills, and recycling and green waste collection would reduce the overall solid waste generated. Therefore, potential impacts associated with solid waste disposal would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR, CalRecycle 2025, LEMC)

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (Less Than Significant Impact)

The California Integrated Waste Management Act of 1989 (AB 939, Sher, Chapter 1095, Statutes of 1989 as amended) under the Public Resource Code requires that local jurisdictions divert at least 50 percent of solid waste generated by January 1, 2000, and 50 percent diversion each year following. As of 2006, the City achieved a 50 percent waste diversion rate. In addition, Chapter 14.12 of the LEMC requires that project applicants divert a minimum of 50 percent of construction and demolition debris; the project would meet or exceed this requirement. The project would comply with federal, state, and local statutes and regulations related to solid waste. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR, LEMC, Public Resources Code)

XX. WILDFIRE

a) Substantially impair an adopted emergency response plan or emergency evacuation plan? (Less Than Significant Impact)

Refer to Item IX(f). Potential impacts to emergency response or evacuation plans would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan; County of Riverside's Emergency Operations Plan [County of Riverside Emergency Management Department 2024])

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)

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? (Less Than Significant Impact)

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? (Less Than Significant Impact)

According to the CAL FIRE Fire Hazard Severity Zone mapping for Riverside County and Figure 3.10-2 of the General Plan EIR (City of Lake Elsinore 2011c), the project site is within a High Fire Hazard Severity Zone.

Emergency management services are overseen by the RCFD and CAL FIRE. The project site is flat and is not located within an area that would be subject to downslope or downstream flooding or landslides as a result of runoff, slope instability, or drainage changes in post-fire conditions. Additionally, the project would comply with CBC requirements for fire protection in areas prone to wildfires, in particular Section 701A that requires construction with fire resistant materials and methods to minimize property damage. The project would utilize existing roadways and utilities and would not require the installation of additional infrastructure that could exacerbate fire risk. With the implementation of existing building code requirements and adequate fire protection services, impacts from wildfire on the proposed development would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

V. MANDATORY FINDINGS OF SIGNIFICANCE

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

a) Does the project have the potential to 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 With Mitigation Incorporated)

Potentially significant impacts to the environment resulting from the project have been identified for biological resources, cultural resources, GHG emissions, land use and planning, and tribal cultural resources. Potentially significant impacts to biological resources related to sensitive wildlife species, burrowing owl, nesting birds, and wildlife corridors would be reduced to a less-than-significant level with implementation of MM BIO-1 through MM BIO-3. The project is not expected to impact resources related to major periods of California history or prehistory. Based on the presence of cultural resources in the vicinity of the project site and the cultural sensitivity of the area, however, the project would have the potential to impact unknown subsurface cultural resources and/or TCRs. With implementation of MM CUL-1 through MM CUL-7, however, impacts to unknown subsurface cultural and tribal cultural resources would be reduced to a less-than-significant level. Therefore, the project would 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, 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.

Mitigation Measures: MM BIO-1 through **MM BIO-3** and **MM CUL-1** through **MM CUL-7**.

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 With Mitigation Incorporated)

Cumulative impacts are defined as two or more individual project effects that, when considered together or in concert with other projects, combine to result in a significant impact (CEQA Guidelines Section 15355). As demonstrated in this Initial Study, the project would result in potentially significant project-specific impacts to biological resources, cultural resources, GHG emissions, land use and planning, and tribal cultural resources; however, project-related effects either would be avoided by incorporation of project design measures or mitigated to levels below significance.

As discussed in Item III, *Air Quality*, the project would not result in air pollutant emissions during construction or operation that would exceed the applicable SCAQMD thresholds; the project would therefore not result in a cumulatively considerable net increase of criteria pollutant emissions for which the region in non-attainment (O_3, PM_{10}, and $PM_{2.5}$).

As described in Item IV, *Biological Resources*, project construction could result in potentially significant direct and/or indirect impacts to sensitive wildlife species, burrowing owl, nesting birds and raptors, and migratory birds and their habitat. Potentially significant impacts would be reduced to a level of less than significant through compliance with applicable permits (pursuant to the federal Clean Water Act, MBTA, federal ESA, and California ESA) and implementation of MM BIO-1 through MM BIO-3. Other development in the project area also would be required to comply with applicable environmental laws and mitigation requirements. The Western Riverside County MSHCP, which has been adopted by local jurisdictions and approved by the wildlife agencies, is largely designed to address potential cumulative impacts to sensitive biological resources resulting from development in the western portion of the County through assembly of a comprehensive reserve system. Based on the project-specific mitigation measures that would be implemented and on the existence of an approved region-wide conservation plan, the project would not incrementally contribute to a significant cumulative biological resources impact.

As discussed in Items V, *Cultural Resources*, and XVIII, *Tribal Cultural Resources*, the project would not adversely affect known cultural resources. Potentially significant impacts could occur if archaeological resources, TCRs, and/or human remains are disturbed during ground-disturbing activities associated with project construction. While it is possible that unknown cultural resources may be encountered during construction, mitigation measures MM CUL-1 through MM CUL-7 have been included that would reduce impacts to these resources to below a level of significance. Accordingly, the project would not incrementally contribute to a significant cumulative cultural resources impact.

As discussed in Item VIII, *Greenhouse Gas Emissions*, mitigation measure MM GHG-1 would be required to bring the project into compliance with the City's CAP. With implementation of MM GHG-1, the project would not contribute to a significant cumulative GHG impact.

The project would sufficiently mitigate potentially significant impacts through mitigation measures MM BIO-1 through MM BIO-3, MM CUL-1 through MM CUL-7, and MM GHG-1. When considering potential environmental impacts of the project, including impacts identified as less than significant in the Initial Study, together with the impacts of other present, past, and reasonably foreseeable future projects, there would not be a cumulatively considerable impact on the environment.

Mitigation Measures: MM BIO-1 through **MM BIO-3, MM CUL-1** through **MM CUL-7,** and **MM GHG-1.**

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

The project would not result in substantial fugitive dust emissions or expose individuals to excessive noise, nor would it expose individuals to hazardous materials or hazardous sites. There would be no other potentially significant impacts that could cause substantial adverse effects on human beings. The project would also adhere to regulatory codes, ordinances, regulations, standards, and guidelines applicable to each of the environmental issue areas analyzed herein. As evidenced by the Initial Study, no other substantial adverse effects on human beings, either indirectly or directly, would occur as a result of project implementation.

Mitigation Measures: No mitigation measures are required.

VI. PERSONS AND ORGANIZATIONS CONSULTED

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

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- Tim Belzman, Principal Planner
- Molly Ryan, Environmental Planner
- Rebecca Kress, Senior GIS Specialist

City of Lake Elsinore
- Damaris Abraham, Community Development Director
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- Carlos Serna, Associate Planner

VII. REFERENCES

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