



**LAKE STREET STORAGE**

Planning Application No. 2018-78  
Tentative Parcel Map (TPM) No. 37550  
Conditional Use Permit (CUP) No. 2018-22  
Commercial Design Review (CDR) No. 2018-16

**ENVIRONMENTAL REVIEW NO. 2019-02  
(INITIAL STUDY/MITIGATED NEGATIVE DECLARATION)**

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**January 2020**



**Lake Street Storage Project  
Initial Study/Mitigated Negative Declaration**

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**Table of Contents**

I. INTRODUCTION .....	1
A. PURPOSE .....	1
B. CALIFORNIA ENVIRONMENTAL QUALITY ACT .....	1
C. INTENDED USES OF INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION.....	2
D. CONTENTS OF INITIAL STUDY.....	2
E. SCOPE OF ENVIRONMENTAL ANALYSIS .....	3
F. TIERED DOCUMENTS, INCORPORATION BY REFERENCE, AND TECHNICAL STUDIES.....	4
II. PROJECT DESCRIPTION .....	7
A. PROJECT LOCATION AND SETTING .....	7
B. PROJECT DESCRIPTION .....	8
III. ENVIRONMENTAL CHECKLIST.....	35
A. BACKGROUND.....	35
B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED.....	37
C. DETERMINATION.....	37
D. INITIAL STUDY CHECKLIST .....	38
IV. ENVIRONMENTAL ANALYSIS .....	46
I. AESTHETICS .....	46
II. AGRICULTURE AND FORESTRY RESOURCES .....	50
III. AIR QUALITY .....	53
IV. BIOLOGICAL RESOURCES.....	65
V. CULTURAL RESOURCES .....	84
VI. ENERGY .....	88
VII. GEOLOGY AND SOILS.....	94
VIII. GREENHOUSE GAS EMISSIONS.....	100
IX. HAZARDS AND HAZARDOUS MATERIALS .....	103
X. HYDROLOGY AND WATER QUALITY .....	108
XI. LAND USE AND PLANNING .....	114
XII. MINERAL RESOURCES .....	116
XIII. NOISE .....	118
XIV. POPULATION AND HOUSING.....	128
XV. PUBLIC SERVICES.....	130
XVI. RECREATION.....	134
XVII. TRANSPORTATION .....	136
XVIII. TRIBAL CULTURAL RESOURCES.....	162
XIX. UTILITIES AND SERVICE SYSTEMS.....	165
XX. WILDFIRE.....	168
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.....	171
VI. PERSONS AND ORGANIZATIONS CONSULTED.....	174
VII. REFERENCES.....	176

## Figures

Figure 1: Regional Location Map .....	13
Figure 2: Project Vicinity Map .....	14
Figure 3: Tentative Parcel Map (1) .....	15
Figure 4 - Tentative Parcel Map (2) .....	16
Figure 5: Conceptual Site Plan.....	17
Figure 6: Monument Sign.....	18
Figure 7: Floor, Mezzanine and Roof Plan .....	19
Figure 8: Elevations .....	20
Figure 9: Section Elevation.....	21
Figure 10: Materials Board.....	22
Figure 11: Renderings .....	23
Figure 12: Proposed Conceptual Geometric Plan (Ultimate).....	24
Figure 13 - Conceptual Landscape Plan (1).....	25
Figure 14 - Conceptual Landscape Plan (2).....	26
Figure 15 - Conceptual Landscape Plan (A) .....	27
Figure 16 - Conceptual Landscape Plan (B) .....	28
Figure 17 - Conceptual Landscape Plan (C) .....	29
Figure 18 - Conceptual Landscape Plan (D) .....	30
Figure 19 - Conceptual Landscape Plan (E).....	31
Figure 20 - Conceptual Lighting.....	32
Figure 21 - Conceptual Wall and Fence Plan .....	33
Figure 22 - Sensitive Receiver Locations .....	120
Figure 23 - Operational Noise Source and Receiver Locations .....	123

## Tables

Table 1 – Lot Summary.....	8
Table 2 – Development Summary .....	9
Table 3 – Maximum Daily Emissions Regional Thresholds .....	53
Table 4 – Maximum Daily Emissions Localized Thresholds .....	54
Table 5 – Overall Construction Emissions Summary (Without Mitigation).....	59
Table 6 – Summary of Operations Emissions .....	60
Table 7 – Localized Significance Summary Construction (Without Mitigation) .....	61
Table 8 – Localized Significance Summary of Operations.....	62
Table 9 – Proposed Project Compliance with Applicable General Plan Energy Policies .....	92
Table 10 – Total Project Greenhouse Gas Emissions (Annual) .....	101
Table 11 - Unmitigated Construction Equipment Noise Level Summary .....	121
Table 12 - Unmitigated Construction Equipment Noise Level Compliance .....	121
Table 13 - Daytime Operational Noise Level Compliance.....	124
Table 14 - Nighttime Operational Noise Level Contributions .....	124
Table 15 – Unmitigated Construction Equipment Vibration Levels.....	126
Table 16 – Trip Generation Rates.....	137
Table 17 – Trip Generation Results .....	137
Table 18 – Intersection Analysis for Existing (2017) Conditions .....	142



Table 19 – Deficient Intersections in the E+P Condition.....	143
Table 20 – Intersection Capacity Analysis (EAP) .....	144
Table 21 – Queuing Analysis (EAP) .....	145
Table 22 – Freeway Ramp Junction Analysis (EAP).....	145
Table 23 – Intersection Capacity Analysis (EAPC).....	146
Table 24 – Queuing Analysis (EAPC) .....	147
Table 25 - Freeway Ramp Junction Analysis (EAPC) .....	148
Table 26 – Intersection Analysis for Horizon Year (2035) Without Project Conditions .....	150
Table 27 – Freeway Ramp Junction Merge/Diverge Analysis for Horizon Year (2035) Conditions .....	151
Table 28 – Intersection Analysis for Horizon Year (2035) With Project Conditions .....	152
Table 29 – Left Turn Storage Lengths at Project Entry and Interchange Area for Horizon Year (2035) With Project Conditions .....	153
Table 30 – Summary of Fair Share Cost of Improvements .....	157

## **I. INTRODUCTION**

### **A. PURPOSE**

This document is an Initial Study for evaluation of environmental impacts resulting from implementation of the Lake Street Storage Project. For purposes of this document, this application will be called the “Proposed Project”.

### **B. CALIFORNIA ENVIRONMENTAL QUALITY ACT**

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

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

- The proposal has the potential to substantially degrade quality of the environment.
- The proposal has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The proposal has possible environmental effects which are individually limited but cumulatively considerable.
- The proposal could cause direct or indirect adverse effects on human beings.

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

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

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

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

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

### **C. INTENDED USES OF INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION**

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

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

### **D. CONTENTS OF INITIAL STUDY**

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

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

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

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

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

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

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

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

## **E. SCOPE OF ENVIRONMENTAL ANALYSIS**

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

- 1. No Impact:** A “No Impact” response is adequately supported if the referenced sources show that the impact simply does not apply to the Proposed Project.
- 2. Less Than Significant Impact:** Development associated with project implementation will have the potential to impact the environment. These impacts, however, will be less than the levels of thresholds that are considered significant and no additional analysis is required.
- 3. Less Than Significant With Mitigation Incorporated:** This applies where incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact”. The Lead Agency must describe the mitigation measures and explain how the measures reduce the effect to a less than significant level.
- 4. Potentially Significant Impact:** Future implementation will have impacts that are considered significant and additional analysis and possibly an EIR are required to identify mitigation measures that could reduce these impacts to less than significant levels.

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

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

### *a) Tiered Documents*

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

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

For this document, the “Lake Elsinore General Plan Final EIR” (prepared in 1990) serves as the broader document, since it analyzes the entire City area, which includes the Project Site. However, as discussed, site-specific impacts, which the broader document (Lake Elsinore General Plan Final EIR) cannot adequately address, may occur for certain issue areas. This document, therefore, evaluates each environmental issue alone and will rely upon the analysis contained within the Lake Elsinore General Plan Final EIR with respect to remaining issue areas.

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

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

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

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

- (1) Were not examined as significant effects on the environment in the prior EIR; or
- (2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions or other means.”

*b) Incorporation by Reference*

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

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

- The incorporated document must be available to the public or be a matter of public record (CEQA Guidelines Section 15150[a]). The General Plan EIR shall be made available, along with this document, at the City of Lake Elsinore, Community Development Department, 130 South Main Street, Lake Elsinore, CA 92530, ph. (951) 674-3124.
- This document must be available for inspection by the public at an office of the lead agency (CEQA Guidelines Section 15150[b]). This document is available at the City of Lake Elsinore, Community Development Department, 130 South Main Street, Lake Elsinore, CA 92530, ph. (951) 674-3124.
- This document must summarize the portion of the document being incorporated by reference or briefly describe the information that cannot be summarized. Furthermore, this document must describe the relationship between the incorporated information and the analysis in the General Plan EIR (CEQA Guidelines Section 15150[c]). As discussed above, the General Plan EIR addresses the entire City of Lake Elsinore and provides background and inventory information and data which apply to the Project Site. Incorporated information and/or data is cited in the appropriate sections.
- This document must include the State identification number of the incorporated document (CEQA Guidelines Section 15150[d]). The State Clearinghouse Number for the General Plan EIR is 91122065.
- The material to be incorporated in this document will include general background information (CEQA Guidelines Section 15150[f]).

*c) Technical Studies*

Appendix A – *Air Quality Impact Analysis*, Urban Crossroads, October 3, 2019

Appendix B – *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis for the Lake Street Storage Project*, Soar Environmental Consulting, March 25, 2019

Appendix C1 – *MSHCP Consistency Findings, LEAP 2018-02/Lake Street Project, City of Lake Elsinore*, February 15, 2019.

Appendix C2 – Joint Project Review (JPR 18-08-29-01) for the *LEAP 2018-02/Lake Street Project*, Regional Conservation Agency (RCA), April 8, 2019.

Appendix C3 – *Western Riverside County MSHCP Joint Project Review*, U.S. Fish and Wildlife Service & California Department of Fish and Wildlife, April 23, 2019.

Appendix D – *Cultural Resources Desktop Review of the Lake Street Storage Project*, Soar Environmental Consulting, November 26, 2017

Appendix E – *Consumption of Energy Resources Analysis*, Vista Environmental, October 21, 2019

Appendix F – *Feasibility Study Proposed RV Storage Facility*, Southern California Geotechnical, January 5, 2017

Appendix G – *Report of Mass Grade Compaction Testing*, South Shore Testing & Environmental, May 3, 2018

Appendix H – *Greenhouse Gas Analysis*, Urban Crossroads, October 3, 2019

Appendix I – *Phase 1 Environmental Site Assessment Report*, PIC Environmental Services, January 18, 2017

Appendix J – *Preliminary Water Quality Management Plan*, Hunsaker & Associates Irvine, Inc., June 26, 2019

Appendix K – *Department of Conservation Release*, California Department of Conservation, Division of Mine Reclamation, July 17, 2019

Appendix L – *Noise Impact Analysis*, Urban Crossroads, October 15, 2019

Appendix M – *Addendum to Traffic Impact Analysis*, David Evans and Associates Inc., October 10, 2019

Appendix N – *Traffic Impact Analysis*, Urban Crossroads, September 10, 2018

Appendix O – *Will Serve Letter*, Elsinore Valley Municipal Water District, July 11, 2019

## **II. PROJECT DESCRIPTION**

### **A. PROJECT LOCATION AND SETTING**

The Proposed Project is in the City of Lake Elsinore (City); in the western portion of Riverside County, California (Figure 1 and Figure 2). The Project Site is within the United States Geological Survey (USGS) “Alberhill, California” 7.5 minute quadrangle (1992) and located in the northeast portion of the City, north of State Route 74 (SR-74) and west of Interstate 15 (I-15). The Project Site is one parcel (APN 390-130-018) approximately 14.44 gross acres (13.16 net acres) in size. The Project Site is located within the Alberhill Ranch Specific Plan (ARSP) and has a Land Use Designation of Commercial Specific Plan (C-SP).

The Project Site was previously disturbed and developed by mining and associated mineral mining and processing uses. The Project Site was occupied until 2015 by WYROC Materials, a crushed aggregate mining and processing company. Sources included mined materials from on-site and recycled concrete and asphalt from off-site sources. All improvements associated with the previous use have been removed, except for an existing billboard and well in the northeast portion of the Project Site, which would remain. The Project Site is situated at an elevation of approximately 1,230 feet above mean sea level (msl) in the eastern and western portion of the Project Site to approximately 1,280 feet above msl in the north central portion of the Project Site. Surface water runoff and drainage at the Project Site flows to Temescal Wash which flows west-southwesterly and empties into Lake Elsinore approximately six-miles downstream of the Project Site.

The Project Site is bounded to the west by Lake Street and undeveloped land designated as Commercial-Specific Plan (C-SP) beyond, the I-15 and Caltrans right-of-way to the north and east, and the Temescal Wash to the south. Undeveloped land with a Specific Plan designation of Suburban Village, Single Family Residential I, and Golf Course/Open Space are located to the south, albeit not adjacent, of the Project Site beyond the Temescal Wash. Beyond the I-15 and Caltrans right of way to the north of the Project Site is land designated Commercial-Specific Plan and Open Space. Vehicular Access to the Project Site would be immediately taken from Lake Street, located to the West. The Project Site can be accessed from the I-15 freeway, via Lake Street and SR-74 via Collier Avenue and Lakeshore Drive.



## **B. PROJECT DESCRIPTION**

The Proposed Project consists of applications for a Tentative Parcel Map (TPM) No. 37550, a Conditional Use Permit (CUP) No. 2018-22, and a Commercial Design Review (CDR) No. 2018-16 which collectively are being processed under Planning Application (PA) No. 2018-78.

### *Tentative Parcel Map*

The Applicant proposes to subdivide the existing site into four lots (Figure 3 and 4) via TPM 37550 as shown in Table 1 – *Lot Summary*:

**Table 1 – Lot Summary**

<b>Lot Number</b>	<b>Gross Acreage</b>	<b>Net Acreage</b>
1	1.11	0.94
2	11.65	10.63
3	1.14	1.09
4	0.54	0.50
Total	14.44	13.16

### *Development Proposal*

The Applicant proposes to construct the following improvements (Figure 5) as shown in Table 2 – *Development Summary*:

Lot 1: Monument sign (Figure 6), a 3,528 SF service station with convenience store, fuel canopy with six (6) fuel pumps which could serve 12 vehicles, and two (2) underground storage tanks (USTs) on .94 net acres.

Lot 2: New 90,000 square foot (SF), single-story indoor recreational vehicle and boat storage facility, with 24,000 SF of mezzanine and 192 surface RV parking spaces partially covered with three canopies with solar panels on 10.63 net acres (Figure 7). The maximum height of the building and structures would be 44-feet including the proposed mechanical equipment for the RV and boat storage facility (Figures 8 and 9). Building materials for the proposed RV and boat storage facility would include brick and tile veneer and red tile roof accents (Figures 10 and 11).

Lot 3: 14 stall parking lot and vehicle access aisle on 1.09 net acres (Figure 3).

Lot 4: No development is proposed on Lot 4 on 0.50 net acres.

**Table 2 – Development Summary**

<b>Proposed Lot Number</b>	<b>Proposed Gross Acres</b>	<b>Proposed Net Acres</b>	<b>Proposed Development (Conceptual)</b>	<b>Proposed FAR</b>
1	1.11	0.94	<ul style="list-style-type: none"> <li>• Service Station and Convenience Store (3,528 sf)</li> <li>• Fuel Canopy with 6 fuel pumps/12 vehicle fuel spaces</li> <li>• Two (2) underground fuel tanks</li> <li>• 21 Parking spaces</li> <li>• Bicycle parking</li> <li>• Trash enclosure</li> <li>• Site lighting</li> <li>• Monument Sign (51.75 SF)</li> </ul>	.08
2	11.65	10.63	<ul style="list-style-type: none"> <li>• RV/Boat Storage Facility with ancillary office (90,000 sf)</li> <li>• 200 parking spaces (104 covered/88 uncovered RV spaces; 8 standard spaces)</li> <li>• 3 Canopy shade structures for parking areas w/ PV panels</li> <li>• Support facilities               <ul style="list-style-type: none"> <li>○ Propane station</li> <li>○ Dump station</li> <li>○ Covered wash station and wash bay equipment</li> <li>○ Pick-up/drop-off staging area</li> <li>○ Boat lift</li> </ul> </li> <li>• Max. 8'-10" fencing/wall and access gates</li> <li>• Site lighting</li> <li>• Trash enclosure</li> <li>• Roof mounted mechanical equipment</li> <li>• Septic system</li> </ul>	.19
3	1.14	1.09	<ul style="list-style-type: none"> <li>• 14 parking spaces (4 RV temporary parking spaces; 10 standard stall)</li> <li>• Max. 6'-0" solid wall</li> <li>• Access aisle ("A" Street)</li> </ul>	N/A
4	0.54	0.50	<ul style="list-style-type: none"> <li>• No development proposed as a part of this project.</li> </ul>	N/A

### Street Improvements

Off-site street improvements within the public right-of-way on Lake Street, along the Project Site's frontage, would conform with the City's roadway design standards. On the northbound approach, Lake Street would be 40' wide with one 12' lane in each direction, a 4' sidewalk in each direction, and a median that would taper to a width of 8' as it approaches the driveway to the Project Site (Figure 12). The vehicular driveway would be 40 feet wide and be improved with pedestrian curb ramps and a crosswalk. In the southbound direction from the I-15 ramps, the existing intersection would be widened to accommodate a 12' dedicated thru lane and a dedicated 12' wide northbound right turn lane onto the on-ramp to the I-15 south, and the existing traffic signal pole would be relocated (Figure 12). There would be no sidewalk along the frontage of the Project Site to the north of the driveway. In the southbound direction, a 12-foot-wide median would taper to a striped median approaching the driveway to the Project Site. The road would accommodate a 3' sidewalk, 12' thru lane, and 12' dedicated left turn lane into the Project Site driveway, which would be 200' south of the off ramp from the I-15 south.

### Parking

The Project Site would include 21 vehicular parking spaces, two of which would be reserved for ADA, for the service station and convenience store on Lot 1; 192 outdoor RV Storage spaces, 104 of which would be covered by canopies with solar panels, and 8 auto parking spaces, one of which would be reserved for ADA on Lot 2; and 14 parking spaces on Lot 3 for a total of 236 parking spaces, which exceeds the City's parking requirements (Figure 3 and 5). Of the total 236 parking spaces, 39 are standard automobile spaces and the remaining 197 are RV sized parking spaces. Of the 39-standard automobile parking spaces, three would be for Handicap parking (two on Lot 1 and one on Lot 2). In addition, support facilities are proposed on Lot 2, such as RV pick up and drop off staging areas, a covered wash bay, and a dump station. An access easement is proposed from the end of the drive aisle (Figure 4), which takes access from Lake Street, through Lot 2, in order to provide access to the Golf Course/Open Space lot located to the southeast of the Project Site and would be controlled by security and access gates. Pedestrian access would be provided along the street fronting the Project Site to the south of the driveway, and on the west side of the street to the north and south of the driveway. Bicycle parking would be provided at the service station convenience store.

### Additional Site Improvements

The Proposed Project includes approximately 145,378 SF of landscaping, which is 23.1% landscape coverage. Landscaping would be in the street setback and along the perimeter of the Project Site, as well as around the western frontage of the proposed RV/boat storage building (Figures 12 through 19). The undeveloped portion of Lots 3 and all of Lot 4 would be hydroseeded until future buildout. The northern edge of the Project Site slopes down from the freeway on-ramp and would have a boulderscape along the slope to approximately the eastern edge of the RV and boat storage building, where it would transition to hydroseed along the RV storage parking area, and then transition back to a boulderscape along the eastern edge of the Project

Site. Lot 1 would include a trash enclosure. Lot 2 would also include a trash enclosure, propane tank and a septic system to serve the RV dump station. Paved areas would cover 400,316 SF, or 63.62% of the Project Site. The entire site would include on-site stormwater management improvements, area lighting, walls and fencing, and security and access gates (Figures 20 and 21).

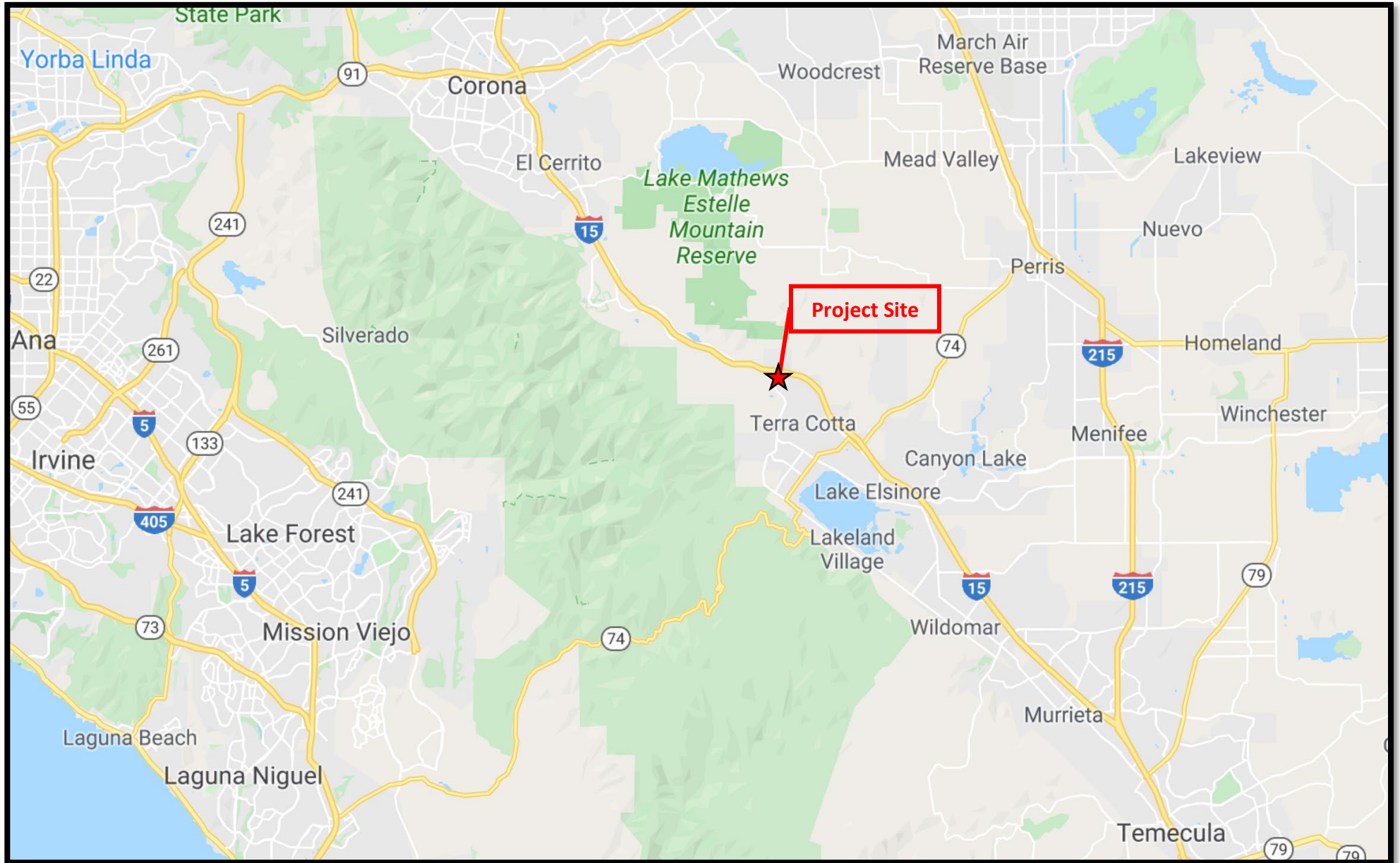
### Grading

The Project Site is generally flat and has already been rough graded. Building pad areas were overexcavated to a minimum of 5-feet below finish grade elevation and recompacted and filled. Precise grading is anticipated to balance on-site, with no import or export of fill soils.

### Operation

Operation of the Proposed Project would be 24-hours per day, seven (7) days per week. The proposed convenience store would be single-story and include restrooms and retail space. The proposed gas station would entail six (6) fuel pumps, servicing up to 12 vehicles at one time. The proposed RV and boat storage facility would include a mezzanine level comprised of boat storage and a ground floor consisting of RV storage space and a portion of office and administrative area. The office and administrative area includes an office storage area, conference and office rooms, reception, lounge and bathrooms. The mezzanine portion includes a boat lift used for moving boats to the upper mezzanine level (Figure 7).

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**Figure 1: Regional Location Map**

Source: Google Maps

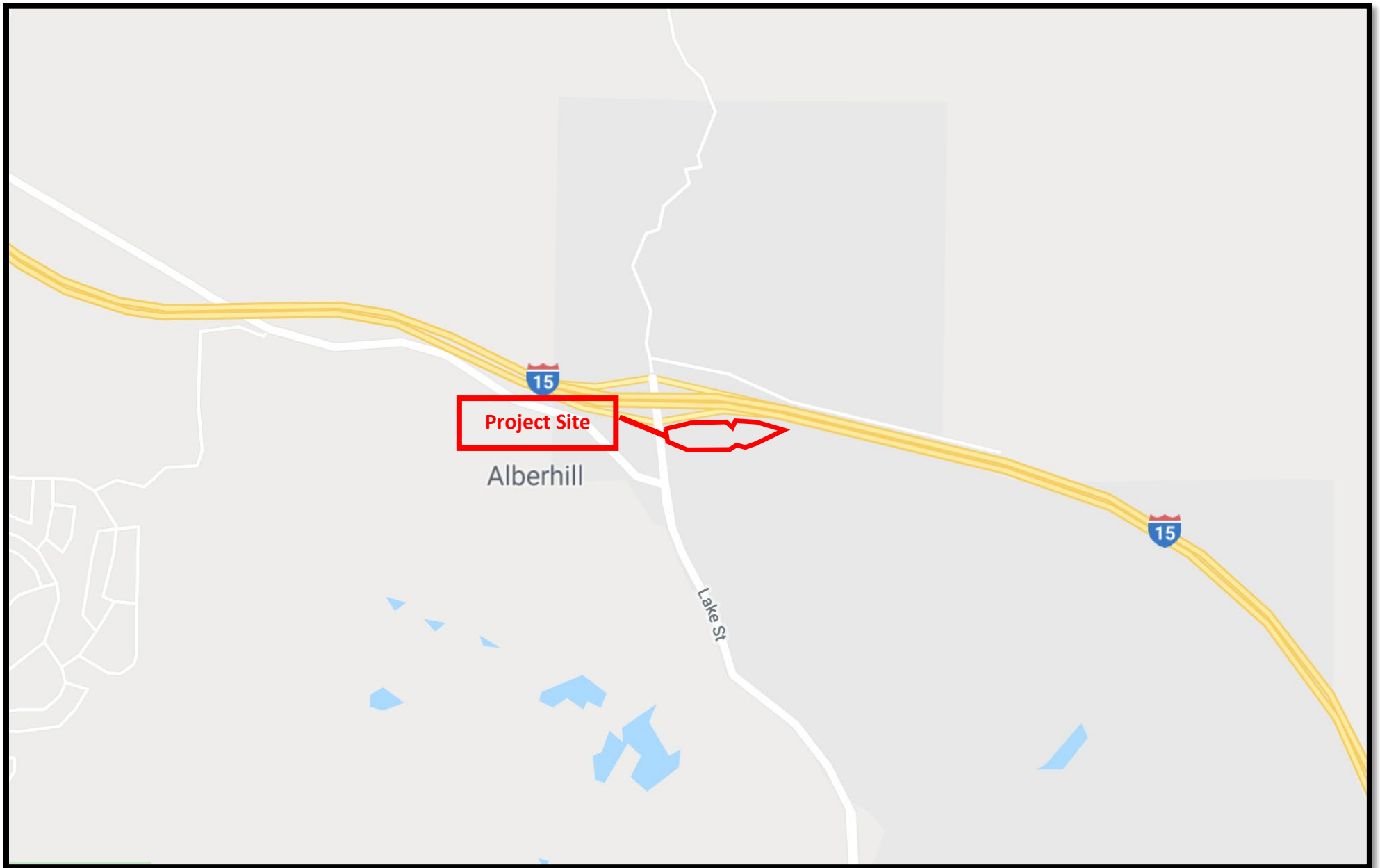


Figure 2: Project Vicinity Map

Source: Google Maps



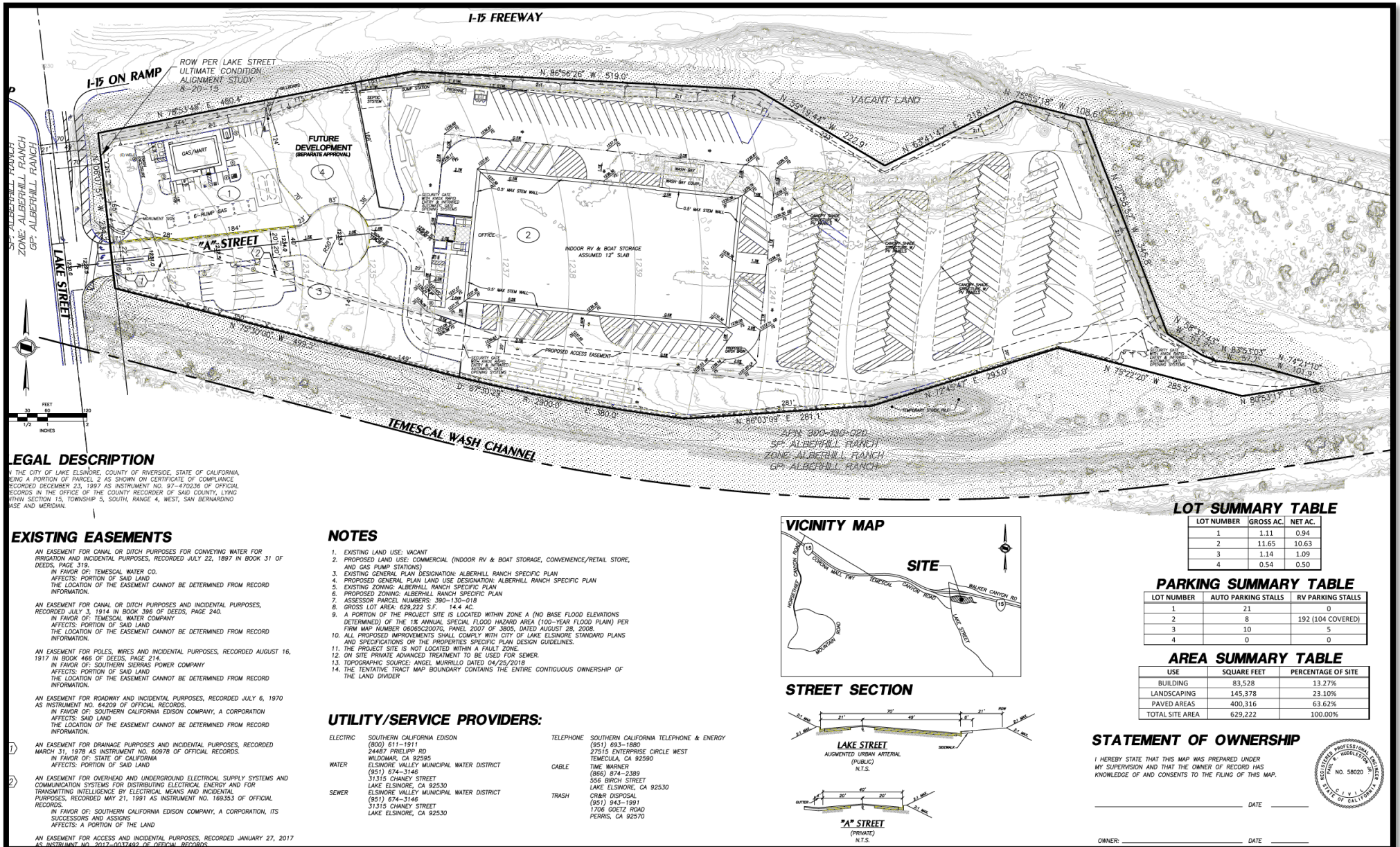


Figure 3: Tentative Parcel Map (1)

Source: Hunsaker and Associates



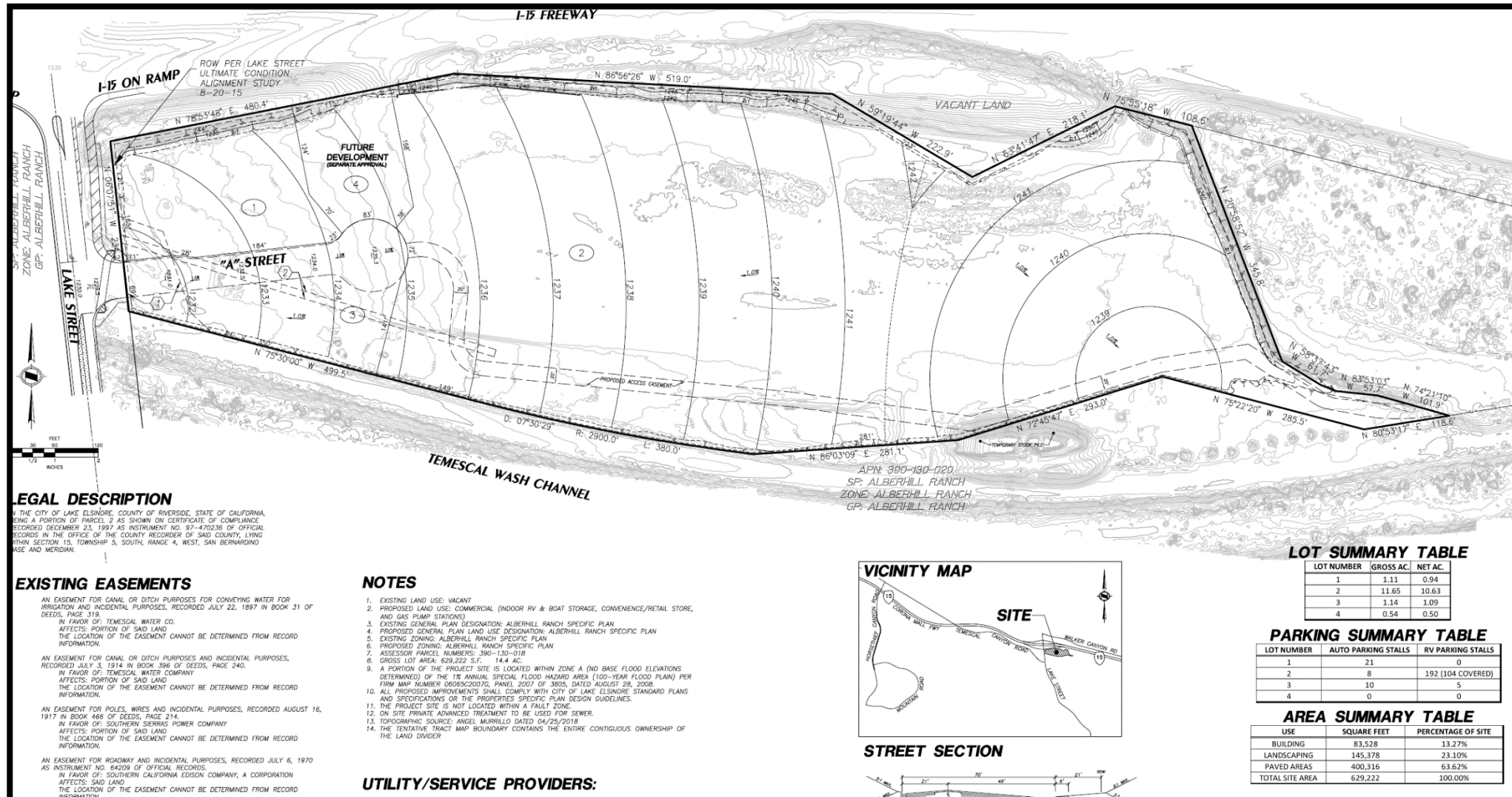


Figure 4: Tentative Parcel Map (2)

Source: Hunsaker and Associates

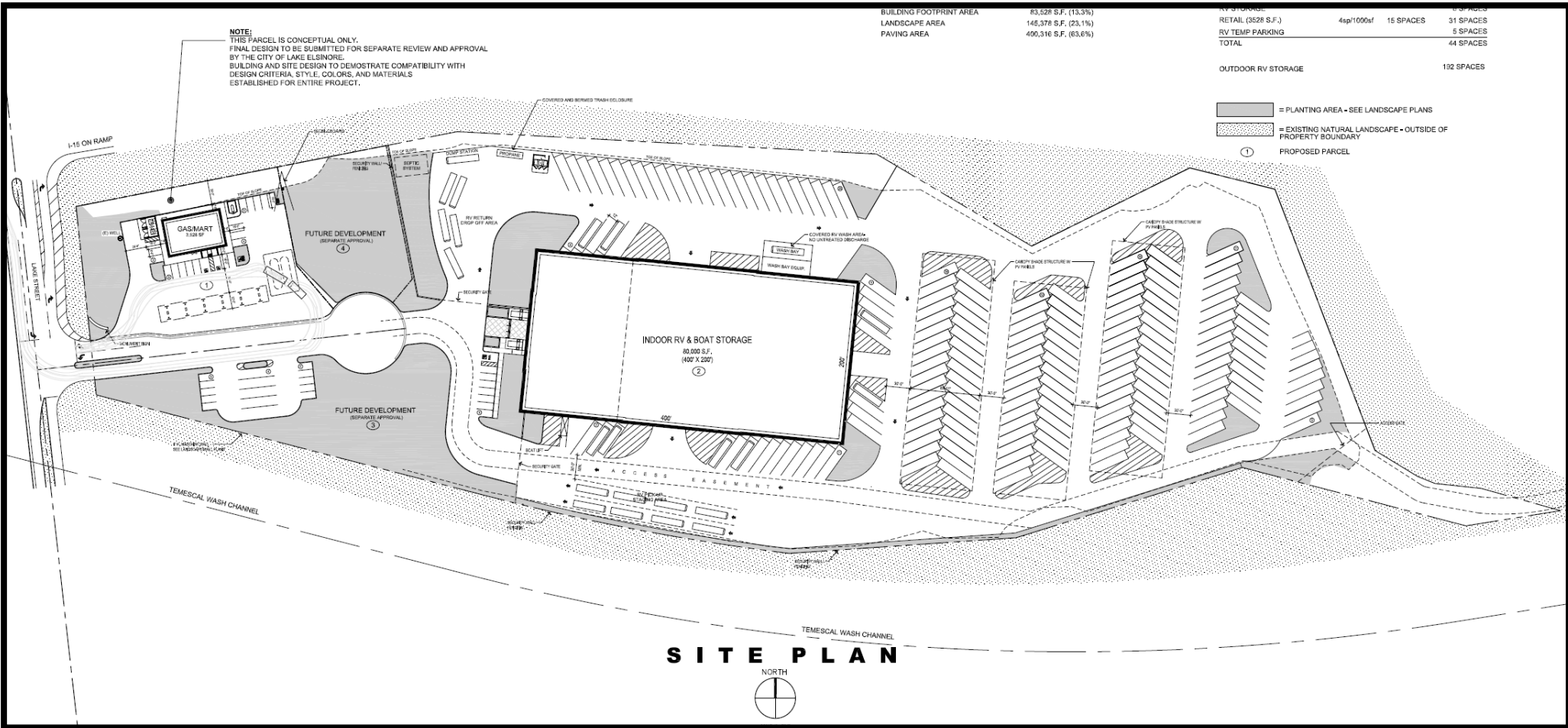
**NOTE:**  
THIS PARCEL IS CONCEPTUAL ONLY.  
FINAL DESIGN TO BE SUBMITTED FOR SEPARATE REVIEW AND APPROVAL  
BY THE CITY OF LAKE ELSINORE.  
BUILDING AND SITE DESIGN TO DEMONSTRATE COMPATIBILITY WITH  
DESIGN CRITERIA, STYLE, COLORS, AND MATERIALS  
ESTABLISHED FOR ENTIRE PROJECT.

BUILDING FOOTPRINT AREA 83,529 S.F. (18.5%)  
LANDSCAPE AREA 145,378 S.F. (23.1%)  
PAVING AREA 400,316 S.F. (63.6%)

RV STORAGE				
RETAIL (3528 S.F.)	4sp/1000sf	15 SPACES	31 SPACES	
RV TEMP PARKING			5 SPACES	
TOTAL			44 SPACES	

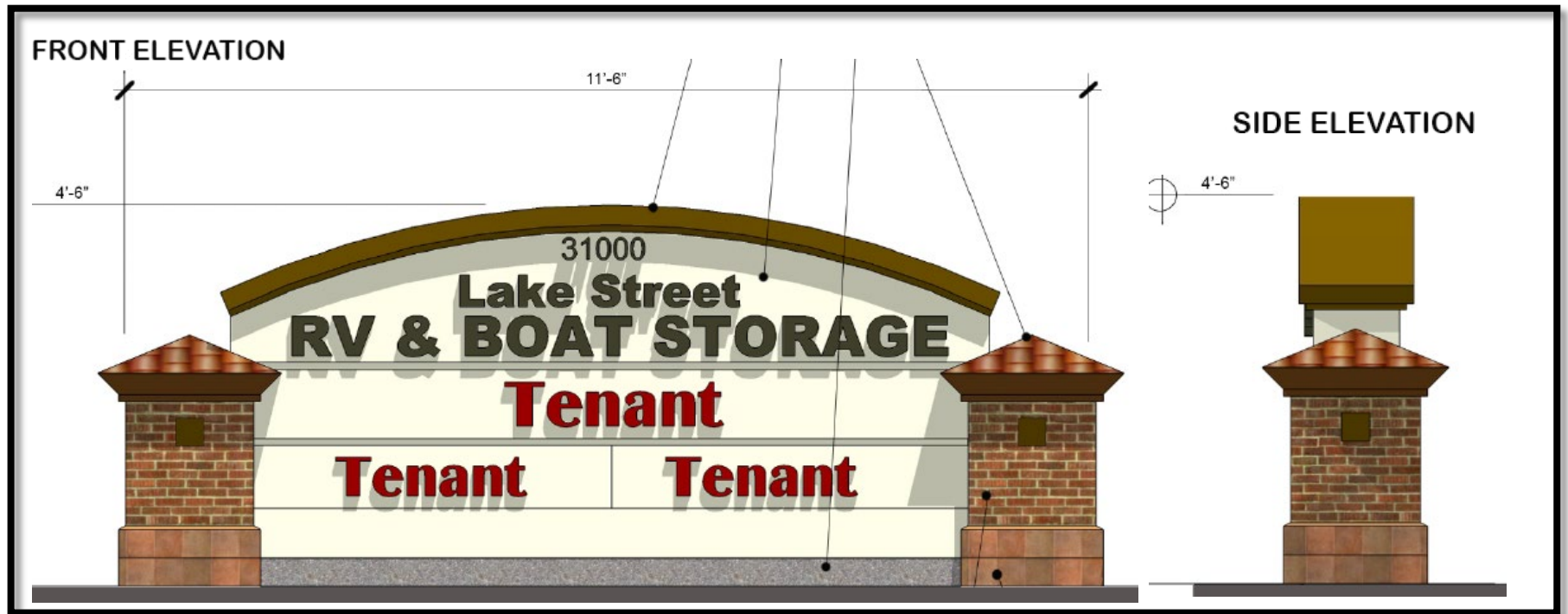
OUTDOOR RV STORAGE 132 SPACES

① = PLANTING AREA - SEE LANDSCAPE PLANS  
② = EXISTING NATURAL LANDSCAPE - OUTSIDE OF  
PROPERTY BOUNDARY  
③ PROPOSED PARCEL



**Figure 5: Conceptual Site Plan**

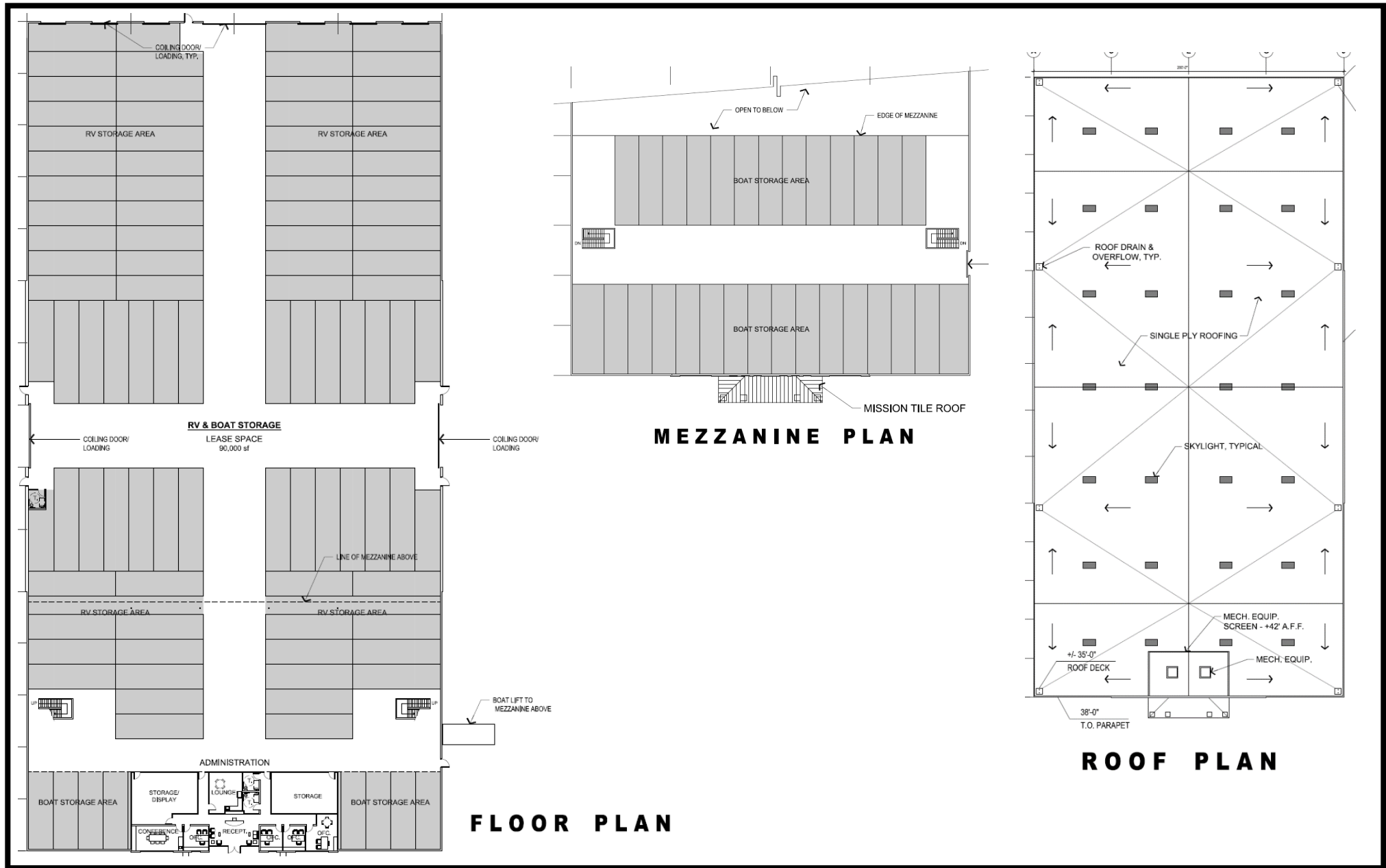
Source: Chipman Architects



PERSPECTIVE VIEW

Figure 6: Monument Sign  
Source: Chipman Architects





**Figure 7: Floor, Mezzanine, and Roof Plan**

Source: Chipman Architects

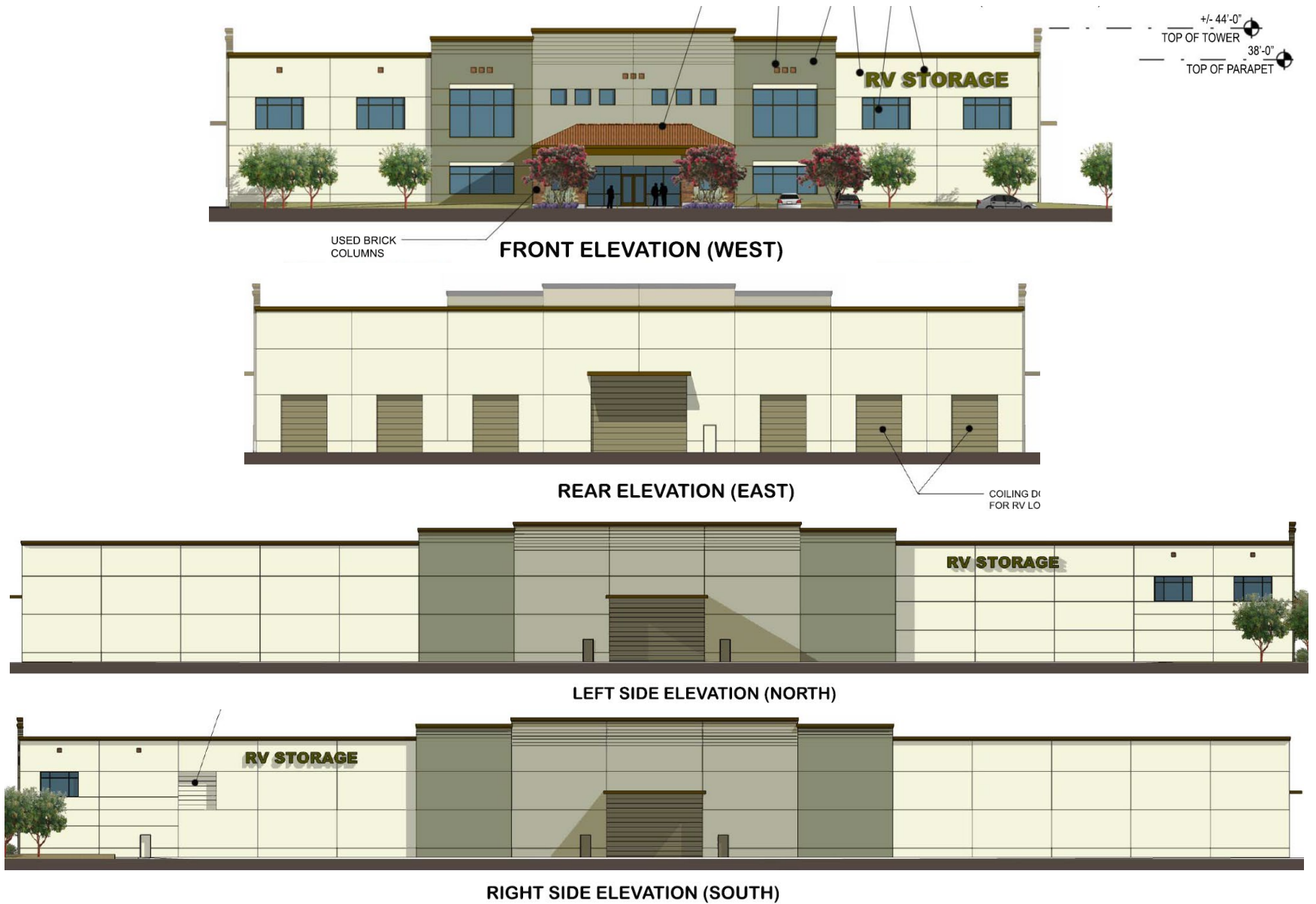
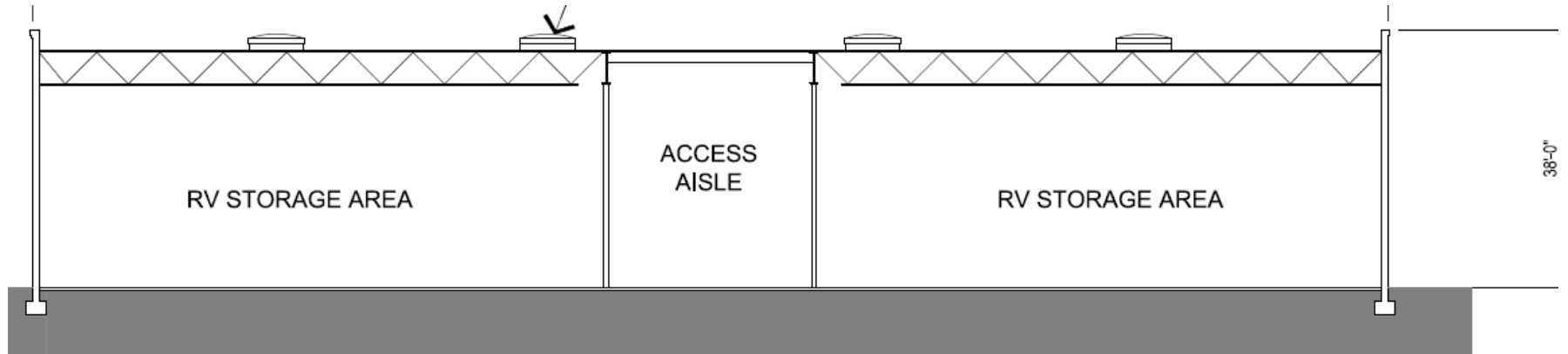
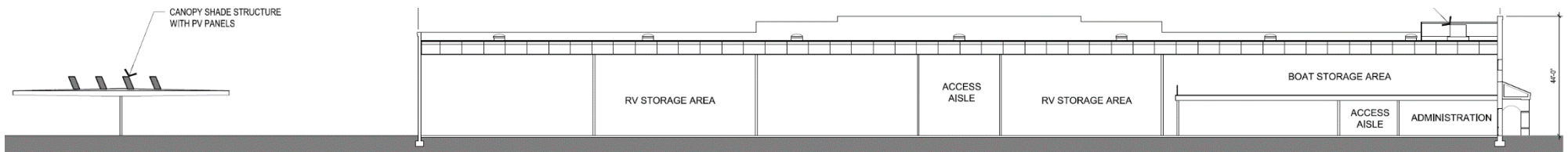


Figure 8: Elevations

Source: Chipman Architects



## CROSS SECTION



## LONGITUDINAL SECTION

Figure 9: Section View

Source: Chipman Architects



Figure 10: Conceptual Materials Board

Source: Chipman Architects



Figure 11: Conceptual Renderings  
Source: Chipman Architects





Figure 12: Conceptual Geometric Plan (Proposed)

Source: David Evans and Associates

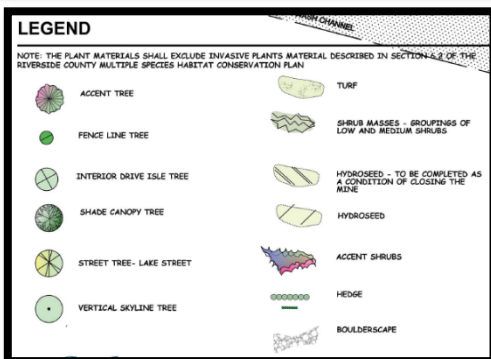
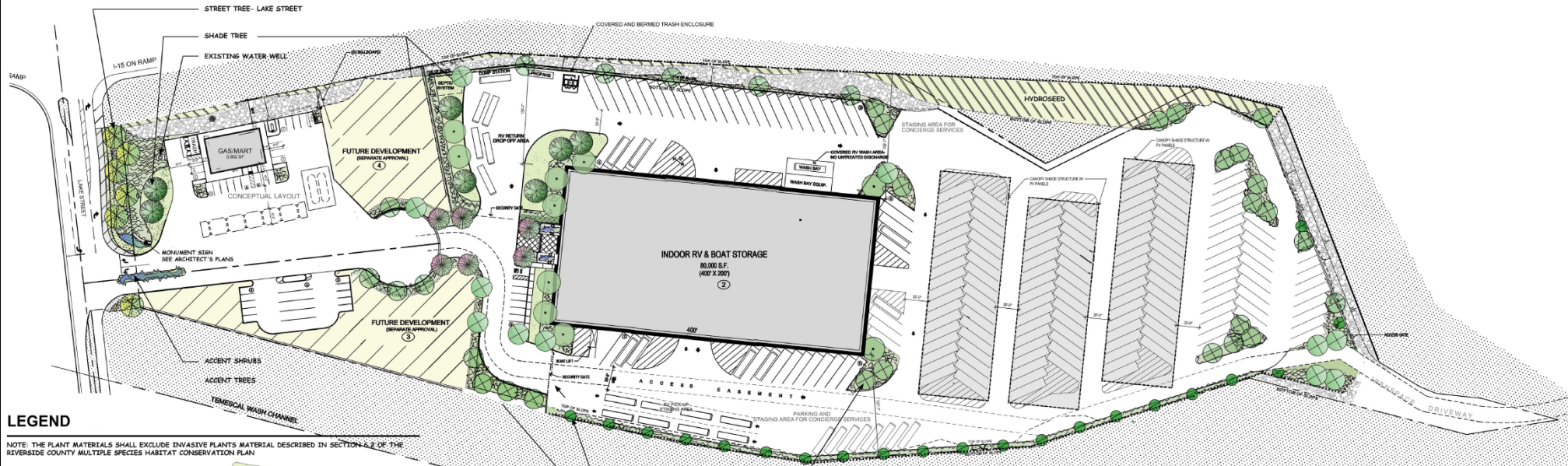
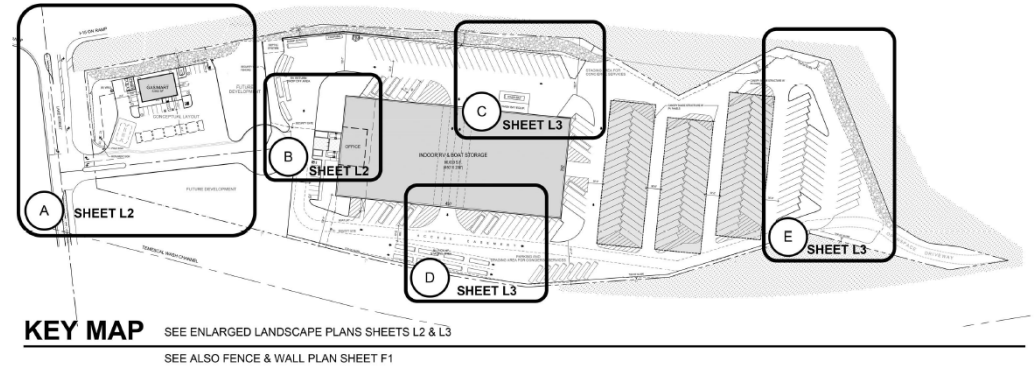
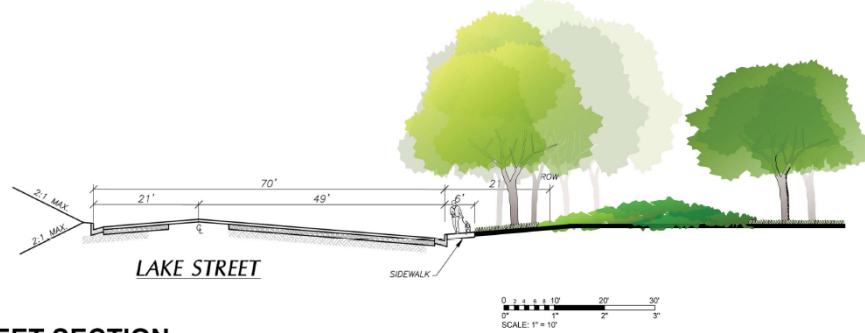


Figure 13: Conceptual Landscape Plan (1)

Source: RLA, Hunsaker and Associated, and Chipman Architects



## PLANT PALETTE

### TREES:

#### ACCENT TREE



ACCENT TREE INTENDED TO DRAW ATTENTION TO THE BUILDING ENTRY BY FEATURING AN INTERESTING SILHOUETTE AND/OR DISPLAY OF ATTRACTIVE FOLIAGE, FLOWERS OR FRUIT.

**JACARANDA MIMOSIFOLIA - JACARANDA:**  
25-40'H/15-30"W; DECIDUOUS; H2O; MED; (A)

#### DECIDUOUS ALTERNATIVES:

**GLEDITSIA TRACANTHOS - HONEY LOCUST:**  
35-70'H/25-35"W; FOL: GOLDEN YELLOW @ FALL (A)

**KOELBUTERIA BIPINNATA - CHINESE FLAME TREE:**  
20-40'H/W; H2O; MED; COLORFUL; CRANIE PODS @ LATE SUM - FA

**LIQUIDAMBAR STYRACIFLUA - SWEET GUM:**  
30-50'H/15-20"W; FOL: COLORFUL (VEL. OR. OR BURGUNDY) @ FA (LE); H2O; LOW TO REG; (A)

**PISTACIA CHINENSIS - PISTACHE:**  
25-35'H/W; FOL: FALL COLOR; H2O; ADAPTABLE TO LOW - MOIST SOIL (A)

#### EVERGREEN ALTERNATIVES:

**ABUTILUS UNEDO - STRAWBERRY MADRONE:**  
20-30'H/W; (ALT: A. WARDNA 40-50'H/40"W) INTERESTING RED BARK; FLR: W-PK @ FA - W; RT: RED; SHADY @ FA - W

**MAGNOLIA GRANDIFLORA - SOUTHERN MAGNOLIA:**  
50' (50'H) 60"W; EVERGREEN; FLR: WHITE @ SM; (LE)

(A) ALBERHILL SPECIFIC PLAN TREE LIST  
(LE) LAKE ELSINORE STREET TREE LIST

#### FENCE LINE TREE



NON-CLIMBABLE SMALL TREE/LARGE SHRUB TO PROVIDE INTEREST PRIMARILY FROM THE INSIDE OF THE SITE AND MUCH OF THE FENCIBLE WILL NOT BE SEEN FROM OFF SITE.

**ABUTILUS UNEDO COMPACTA - DWARF STRAWBERRY TREE:**  
6-8'H/6"W; PART - FULL SUN; BLOOMS FA - WINTER; H2O; LOW

**CALLISTEMON VIMINALIS 'CVOI' - SLIM BOTTLE BRUSH:**  
8-10'H/3-4"W; FAST; FULL SUN; NEW MAGNOLIA

**CEANOTHUS SPP - LILAC:**  
6-12'H/W; FLR: BLUE - PURPLE SHOWY IN SP - SM

**PODOCARPA VESICOSA 'VAPUREA' - PURPLE HOP BUSH:**  
10-15'H/10"W; FOL: PURP/RED

**LAGERSTROMIA INDICA 'SP' - CREPE MYRTLE:**  
10-15'H/W; FLR: SHOWY VIBRANT COLORS @ SUM - FA; DECIDUOUS

**PHOTNIA FRABESI - PHOTNIA:**  
10-12'H/W; FLR: WHITE @ SP

**PLUMBAGO AURICULATA 'MONOTT' - ROYAL CAPE PLUMBAGO:**  
5'H/4-8"W; FLR: BLUE @ SP - FA

#### INTERIOR DRIVE ISLE TREE



MEDIUM SIZE, WATER THIRSTY TREE (OR LARGER TREE SUITABLE FOR PRUNING) WITH EVERGREEN CANOPY TO PROVIDE GREEN FOLIAGE TO REDUCE REFLECTIVE LIGHT AND PROVIDE INTEREST INSIDE THE PROJECT ALONG THE DRIVE, DRIVE ISLES AND IN PARKING ISLANDS. ALTERNATIVES:

**ABUTILUS UNEDO - STRAWBERRY MADRONE:**  
20-35'H/W; (ALT: A. WARDNA 40-50'H/40"W) INTERESTING RED BARK; FLR: W-PK @ FA - W; RT: RED; SHOWY @ FA - W; SETBACK: LOW POTENTIAL ROOT DAMAGE

**CALLISTEMON CITRINUS - LEMON BOTTLE BRUSH:**  
10-15'H/W; SIDE PRUNING TO TREE 20'H; FLR: RED ALL YEAR; SETBACK: LOW POTENTIAL ROOT DAMAGE

**CALLISTEMON BIGIDUS - STEPP BOTTLE BRUSH:**  
10'H/10"W; FLR: @ SP - SM; SETBACK: LOW POTENTIAL ROOT DAMAGE

**EUCALYPTUS TORQUATA - CORAL GUM:**  
15-25'H/15-30"W; FLR: RD W/ YEL THROUGHOUT YEAR; SETBACK: LOW POTENTIAL ROOT DAMAGE

**LAGERSTROMIA INDICA - CREPE MYRTLE:**  
6-10'H/W; DECIDUOUS; FLR: SHOWY VIBRANT COLORS @ SUM - FA; SETBACK: LOW POTENTIAL ROOT DAMAGE

**PARSONSONIA ACULEATA - MEXICAN PALO VERDE:**  
15-20'H/20-25"W (PRUNE TO SHAPE); DECIDUOUS; H2O; LOW; FLR: YEL @ SP; DECIDUOUS; DRIED FRUIT CAN BE A NUISANCE; SETBACK: LOW POTENTIAL ROOT DAMAGE

**PODOCARPUS GRACILIOR - FERN PINE:**  
20-50'H/10-20"W; DARK GREEN FOLIAGE; SETBACK: LOW POTENTIAL ROOT DAMAGE

#### SHADE CANOPY TREE



CANOPY TREE TO PROVIDE SHADE AT LAWN AREAS SUCH AS

**ULMUS PARVIFOLIA - EVERGREEN ELM:**  
30'H/W; H2O; REGULAR WATER (SUITABLE FOR ROOT ZONE WATERING IN WATERWISE LANDSCAPE); (A)

#### ALTERNATIVES:

**GELTIRA PARVIFLORA - AUSTRALIAN WILLOW:**  
30-40'H/25W; YELLOW/LEKE; FLR: CREAM @ SP-FA; H2O; LOW/DROUGHT TOLERANT

**SCHINUS MOLLE - CALIFORNIA PEPPER (AKA: PERUVIAN PEPPER):**  
25'H/40"W (WESTING); FR: RED @ FA-W; FL: W @ SM-W; H2O; ADAPTABLE TO LOW AND REGULAR SOIL MOISTURE; PEST & DISEASE CONCERNS; SETBACK: POTENTIAL ROOT DAMAGE - PLANT IN LARGE OPEN AREAS (A)

**SCHINUS TEREBINTHIFOLIUS - BRAZILIAN PEPPER:**  
25'H/40"W (FAST); FR: FA-W; FL: W @ SM-W; H2O; ADAPTABLE TO LOW AND MOIST SOIL; SETBACK: MODERATE POTENTIAL ROOT DAMAGE

(A) ALBERHILL SPECIFIC PLAN TREE LIST

#### STREET TREE - LAKE STREET



#### LAKE ELSINORE STREET TREES

**PLATANUS ACERFOLIA (AKA: P. OCCIDENTALIS X P. ORIENTALIS) - LONDON PLANE TREE:**  
40'H/W; DECIDUOUS; H2O; REGULAR WATER & MOIST SOIL (SUITABLE FOR ROOT ZONE WATERING IN WATERWISE LANDSCAPE); SETBACK: MOD FROM PARKING; FOL: YEL/GRN @ LATE SUMMER - FALL; SETBACK: MODERATE POTENTIAL ROOT DAMAGE; (LE)

#### ALTERNATIVES:

**MAGNOLIA GRANDIFLORA 'MAJESTIC BEAUTY' - MAJESTIC BEAUTY SOUTHERN MAGNOLIA:**  
MANY SUB SPECIES AVAILABLE 40-50'H/20-30"W; EVERGREEN; FLR: WHITE @ SM; H2O; MOIST WELL DRAINER; SOIL (MAY BE SUITABLE FOR WATERWISE LANDSCAPE WITH ROOT ZONE WATERING); (LE)

**QUERCUS ILEX - HOLLY OAK:**  
30-40'H/W; H2O; ADAPTABLE TO LOW AND REG WATER; SETBACK: LOW POTENTIAL ROOT DAMAGE

**LIQUIDAMBAR STYRACIFLUA - SWEET GUM (MANY VARIETIES AVAILABLE):**  
30-50'H/15-20"W; FOL: COLORFUL (VEL. OR. OR BURGUNDY) @ FA (LE); H2O; LOW TO REG; (A) (LE)

(LE) LAKE ELSINORE STREET TREE

### TREES CONTINUED:

#### SKYLINE TREE



TALL TREE ADJACENT TO BUILDING TO PROVIDE SCALE AND INTEREST SUCH AS:

**TRISTANIA CONFERTA (AKA: LOPHOSTEMON CONFERTUS) - BRISBANE BOX:**  
30-50'H/10-30"W; H2O; LOW - DROUGHT TOLERANT

#### ALTERNATIVES:

**EUCALYPTUS SPP - EUCALYPTUS:**  
H/W VARIES BY SPECIES; H2O; LOW (A); SUCH AS: E. CITRIZODORA (AKA: CORYMBIA CITRIZODORA) - LEMON SCENTED GUM; 40-50'H/20-40"W; PEST AND DISEASE CONCERNS (A)

**LIQUIDAMBAR STYRACIFLUA - SWEET GUM (MANY VARIETIES AVAILABLE):**  
30-50'H/15-20"W; FOL: COLORFUL (VEL. OR. OR BURGUNDY) @ FA (LE); H2O; LOW TO REG; (A)

**PALM - WASHINGTONIA ROBUSTA - MEXICAN FAN PALM:**  
TO 100'H; H2O; LOW TO REG SOIL MOISTURE; PEST AND DISEASE CONCERNS (A)

**PINUS CANARIENSIS - CANARY ISLAND PALM:**  
50' (50'H/20-35"W); H2O; LOW TO REG SOIL MOISTURE; PEST AND DISEASE CONCERNS (A)

(A) ALBERHILL SPECIFIC PLAN TREE LIST

### SHRUBS:

#### ACCENT SHRUBS



**ANISOZANTHUS SPP - KANGAROO PAWS:**  
2-5'H/W; FOL: FLOWERS RED; YELLOW ORANGE @ SP - FA; H2O; DROUGHT TOLERANT

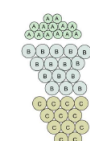
**CALANDRINA GRANDIFLORA (AKA: CISTANTHE GRANDIFLORA) - ROCK PURSLANE:**  
USDA 8B; 12'H/3-3'W; W/ 2-3'H LOWER STALKS; SUN - FT SUN; H2O; LOW; FLR: PK; FLR @ SP - SM

**DIETES VEGETA (AKA: D. TRIDIOIDES):**  
2-3'H/2-4"W; FL: WHITE; W/PK; SP-LATE FA

**HEMEROCALLIS SPP - DAYLILY:**  
18" - 30'H/W; FLR: MANY COLORS; MULTIPLE BLOOMERS

**PHORMIUM SPP - FLAX:**  
2-5'H/W; INTERESTING FOLIAGE

#### SHRUB MASSING



DRIFTS OF LOW GROWING, SPREADING SHRUB MASSES (GROUND COVER ALTERNATIVE)

**BACCHARIS FILLARIS 'PIGEON POINT' - COYOTE BRUSH:** 1'H/5'H  
**CEANOTHUS 'JOYCE COUNTER' - JOYCE COUNTER CEANOTHUS:** 2-3'H/10-15"W (LOW SPREADING)  
(ALT: 'ANCHOR BAY' OR 'YANKEE POINT')

**LANTANA SELLOWIANA - TRAILING LANTANA:** 6-12'H/3-6"W; FLR: PURP @ SP-SM; H2O; LOW

**GROUPINGS (3, 5, 7, ETC) DRIFTS OF MEDIUM HEIGHT (3'-4'-5') SPREADING, SHRUB MASSES**

**CALLISTEMON CITRINUS 'LITTLE JOY' - DWARF BOTTLE BRUSH:**  
3'H/5'H; FULL SUN; H2O; LOW; FLR: RED @ SP - SM-W

**CEANOTHUS SPP - LILAC:** 2'H/5-10"W; FLR: PURPLE @ SP; H2O; LOW

**CISTUS - ROCK ROSE:** 2-3'H/5-8"W; FLR: PINK @ SP-SM; H2O; LOW

**ESCALONIA COMARITA - COMPACT ESCALONIA:** 3-3'H/4-6"W; LOW WATER

**ESCALONIA FRABESI - ESCALONIA:** 5-5'H/W; LOW WATER; FLR: PK YEAR-ROUND

**EUKYOPS PECTINATUS 'VIRIDIS' - GREEN-LEAVED EUKYOPS:** 4-6'H/W; FLR: YEL @ SP - FA (MILD WINTERS); H2O; LOW

**LANTANA X 'S6' - LANTANA:** 2-4'H/3-6"W; FLR: MANY COLORS BY SS @ SP-SM; H2O; LOW

**LIQUISTRUM JAPONICUM 'TEKANUM' - WAXLEAF PRIVET HEDGE:** 8'H/2'H/4-6"W; FLR: WHITE

**RHAPHIOLEPIS UMBELLATA - YEDDA HAWTHORN:** 5-6'H/6-8"W; PLANT HEDGE AT 3' OC; FLR: WHITE @ SP; H2O; LOW

**ROSA 'X' - FLOWER CARPET ROSE (RED, SCARLET, PINK OR YELLOW):** 24-30'H/3"W (PLANT AT 3' OC); FLR: 10 MONTHS OF EACH YEAR; NO SPECIAL PRUNING

#### HEDGE



MEDIUM HIGH (4'-5'-6') HEDGE

**ESCALONIA FRABESI - ESCALONIA:** 5-6'H/W; LOW WATER; FLR: PK YEAR-ROUND

**LIQUISTRUM JAPONICUM 'TEKANUM' - WAXLEAF PRIVET HEDGE:** 8'H/2'H/4-6"W; FLR: WHITE

**RHAPHIOLEPIS UMBELLATA - YEDDA HAWTHORN:** 5-6'H/6-8"W; PLANT HEDGE AT 3' OC; FLR: WHITE @ SP; H2O; LOW



TALL (3'-10'-11'-12') HEDGE

**LIQUISTRUM JAPONICUM 'TEKANUM' - WAXLEAF PRIVET HEDGE:** 8'H/2'H/4-6"W; FLR: WHITE

**PITTOSPORUM RHOMBOIFOLIUM - QUEENSLAND PITTOSPORUM:** SLOW 15-35'H/12-25"W; LV: DIAMOND SH; FL: WESP; FRUIT YEL/OR @ FA-W; H2O; LOW

**PODOCARPUS GRACILIOR - FERN PINE:** PRUNED TO 10'H @ 3-6' OC

### GROUND COVER:

#### HYDROSEEDING



#### CAL TRANS EDGE

HYDROSEEDING AS A CONDITION OF CLOSING THE MINE - PERMANENT VEGETATION CONSISTING OF NATIVE & DROUGHT TOLERANT VEGETATION; SEED MIX TO CONFORM TO CALTRANS APPROVED SEED MIX

#### CONSIDERATIONS:

**LATYLA PLATYGLOSSA - TIDY TIPS**  
**LUPINUS BICOLOR - MINUTATURE LUPINE**  
**LUPINUS HIRSUTISSIMUS - NETTLE LUPINE**  
**LUPINUS NUNJUS - SKY LUPINE**  
**NASSELLA PULCHRA - PURPLE NEEDLEGRASS**  
**NASSELLA LEPTA FOOTHILL NEEDLEGRASS**  
**ESCHSCHOLZIA CALIFORNICA - CALIFORNIA POPPY**  
**SISYRINCHUM BELLUM - BLUE-EYED GRASS**



#### FUTURE DEVELOPMENT PADS

HYDROSEEDING FUTURE DEVELOPMENT PADS - TEMPORARY EROSION AND DUST CONTROL ON THE FUTURE DEVELOPMENT PADS CONSISTING OF DROUGHT TOLERANT VEGETATION WITH SEASONAL COLOR

#### SAMPLE SEED MIX:

**BABLYA MULTIRADIATA - DESERT MARIGOLD**  
**CAMISSONIA CHERANTHIFOLIA - BEACH EVENING PRIMROSE**  
**CLAREIA UNICULATA - MOUNTAIN GARLAND**  
**COLLINSIA HETEROPHYLLA - CHINESE HOUSES**  
**ERIOPHYLLUM CONFERTIFLORUM - GOLDEN YARROW**  
**ESCHSCHOLZIA CALIFORNICA - CALIFORNIA POPPY**  
**GILIA CAPITATA - GLOBE GILIA**  
**GILIA TRICOLOR - BIRD'S EYES**  
**LATYLA PLATYGLOSSA - TIDY TIPS**  
**LINUM LEWISII - BLUE FLAX**  
**LUPINUS BICOLOR - MINUTATURE LUPINE**  
**LUPINUS HIRSUTISSIMUS - NETTLE LUPINE**  
**NEOMPHILA MENZESII - BABY BLUE EYES**  
**PHACELIA CAMPANULATA - CANTERBURY BELLS**  
**SISYRINCHUM BELLUM - BLUE-EYED GRASS**



#### TURF

JUDICIOUS USE OF TURFGRASS AS A WALK-ON SURFACE FOR PARK-LIKE SETTING

#### WATERWISE TURFGRASS SUCH AS:

**ADROSTIS PALLENS - NATIVE CALIFORNIA BENTGRASS**  
**BUCHLOE DACTYLOIDES - UC VERDE BUFFALO GRASS**  
**HYBRID BERMUDA**

#### BOULDERSCAPE

SERPENTINE STRIP OF LARGE BOULDERS ON SLOPE FOR SECURITY & EROSION CONTROL WHILE REFLECTING THE MINING HISTORY OF THE SITE

### PLANTING & IRRIGATION NOTES

#### PLANTING

- 1) SEE PLANTING LEGEND BELOW FOR ALL BOTANICAL NAMES, COMMON NAMES & MATURE SIZES
- 2) MEDIUM PLANT SIZES
- 3) TREES: 18 GALLON
- 4) SHRUBS: 1 GALLON
- 5) GROUNDCOVER: ROOTED CUTTINGS
- 6) LAWN: 500 OR SEED

#### AUTOMATIC IRRIGATION SYSTEM

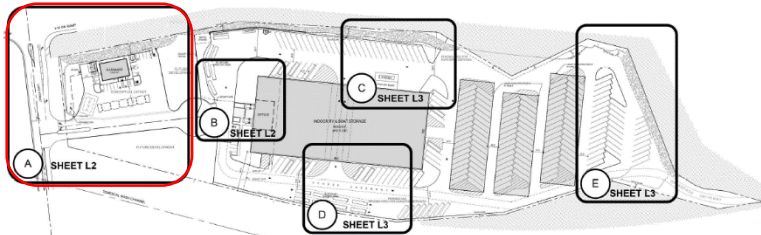
- 1) THE WATER SOURCE FOR ALL IRRIGATION WATER IS THE EXISTING ONSITE WATER WELL
- 2) ALL NEW PLANTINGS WILL BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM
- 3) A "SMART" IRRIGATION CONTROLLER WILL CONTROL ALL VALVES. EACH VALVE WILL CONTROL THE SPOUNDERS FOR AN INDIVIDUAL HORIZONE THAT CONTAINS PLANTS WITH SIMILAR HYDRATION REQUIREMENTS
- 4) MATCHED PRECIPITATION IRRIGATION HEADS WILL BE INSTALLED ON EACH VALVE / CONTROLLER STATION
- 5) LOW FLOW IRRIGATION HEADS WILL BE USED WHERE APPROPRIATE
- 6) SUB-SURFACE DRIP IRRIGATION SUCH AS NETAFAM, WILL BE USED WHERE APPROPRIATE.
- 7) TREES WILL BE IRRIGATED WITH ROOT ZONE DRIP IRRIGATION DEVICES
- 8) THE SYSTEM WILL BE DESIGNED TO AVOID OVERSPRAY AND AVOID WASTE
- 9) THE IRRIGATION SYSTEM WILL BE DESIGNED IN ACCORDANCE WITH THE CITY OF LAKE ELSINORE'S WATER EFFICIENT LANDSCAPE ORDINANCE

## PRELIMINARY LANDSCAPE PLANT PALETTE

### LAKE STREET RV STORAGE

Figure 14: Conceptual Landscape Plan (2)

Source: RLA, Hunsaker and Associated, and Chipman Architects



**KEY MAP** SEE ENLARGED LANDSCAPE PLANS SHEETS L2 & L3  
SEE ALSO FENCE & WALL PLAN SHEET F1

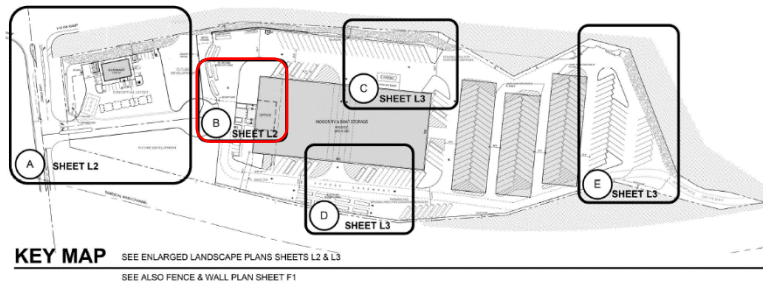
**A LAKE STREET ENTRY & GAS/MART  
PLAN VIEW ENLARGEMENT**



**Figure 15: Conceptual Landscape Plan (A)**

Source: RLA, Hunsaker and Associated, and Chipman Architects





**B RV & BOAT STORAGE ENTRY  
PLAN VIEW ENLARGEMENT**

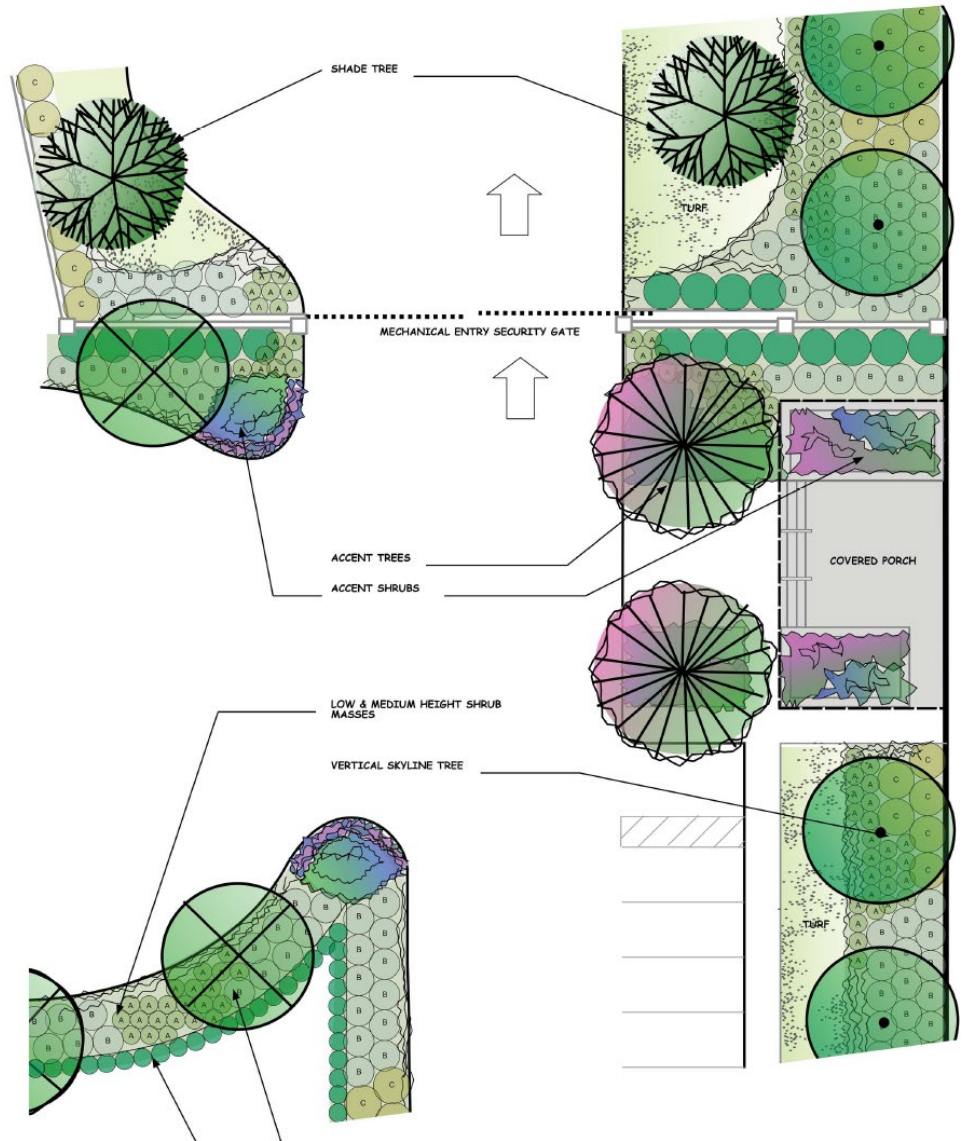


Figure 16: Conceptual Landscape Plan (B)

Source: RLA, Hunsaker and Associated, and Chipman Architects

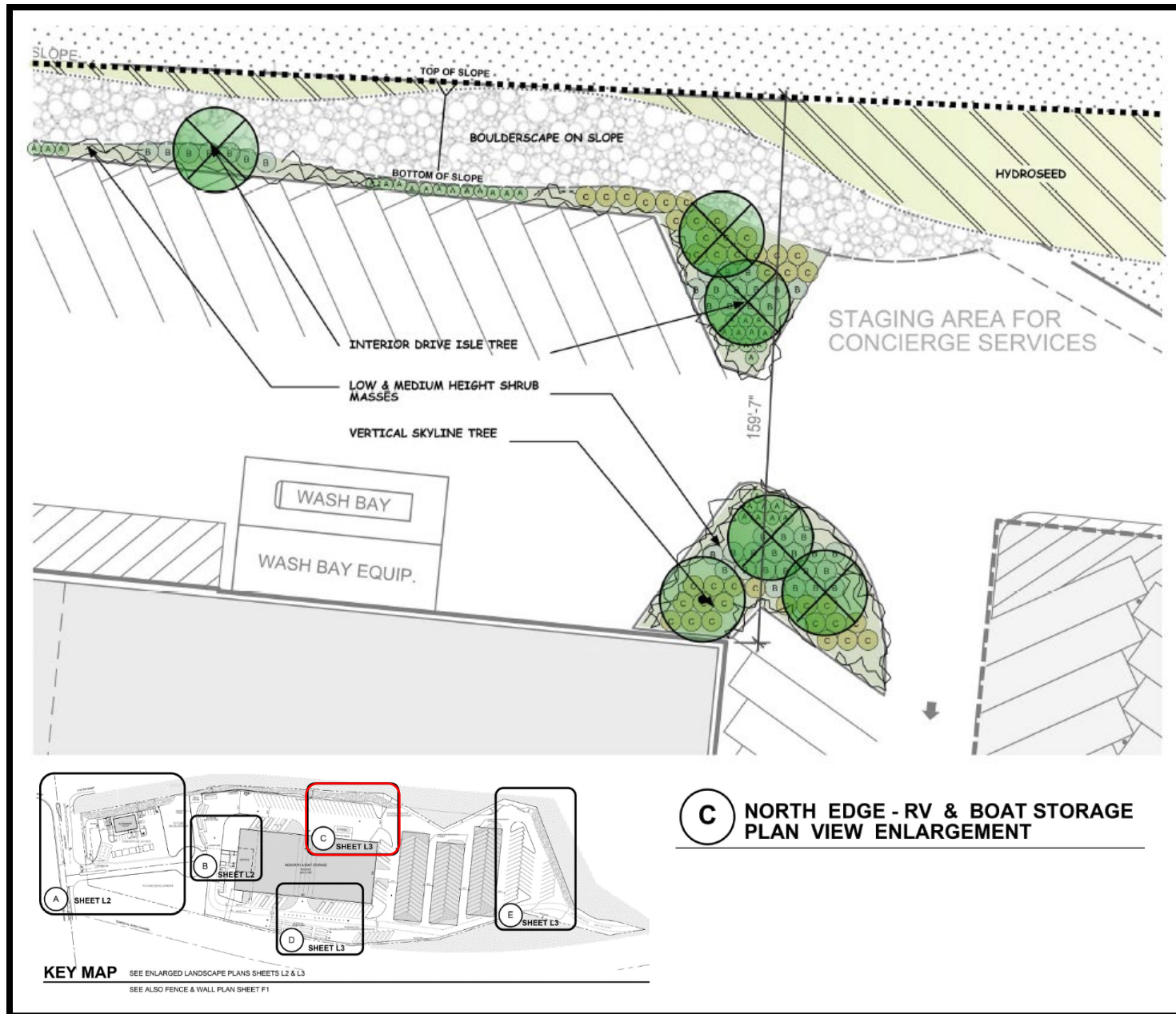


Figure 17: Conceptual Landscape Plan (C)  
Source: RLA, Hunsaker and Associated, and Chipman Architects

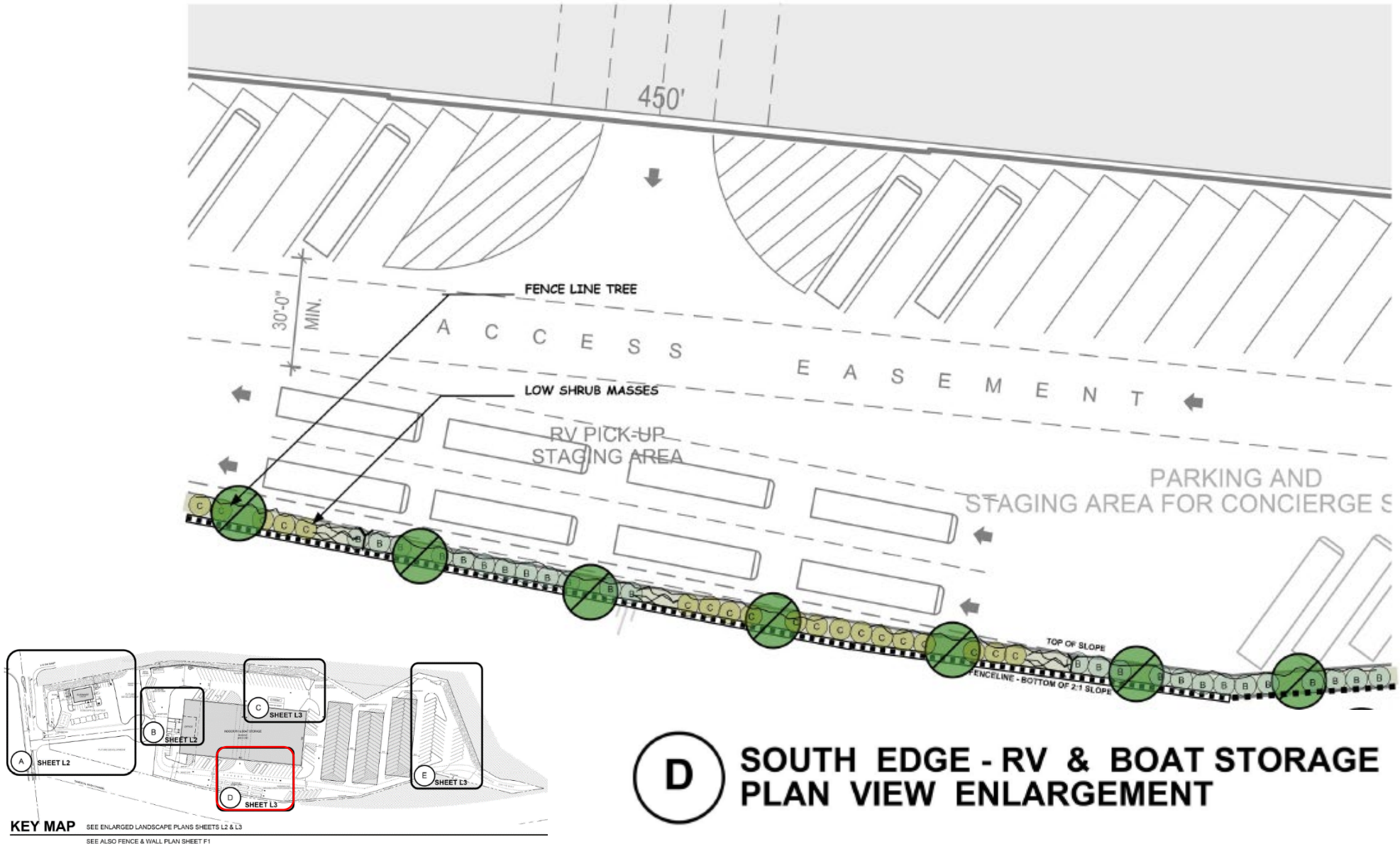
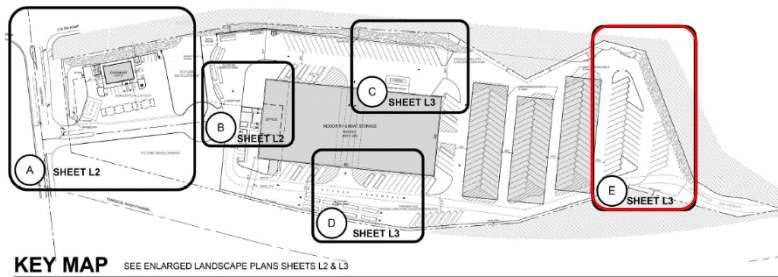


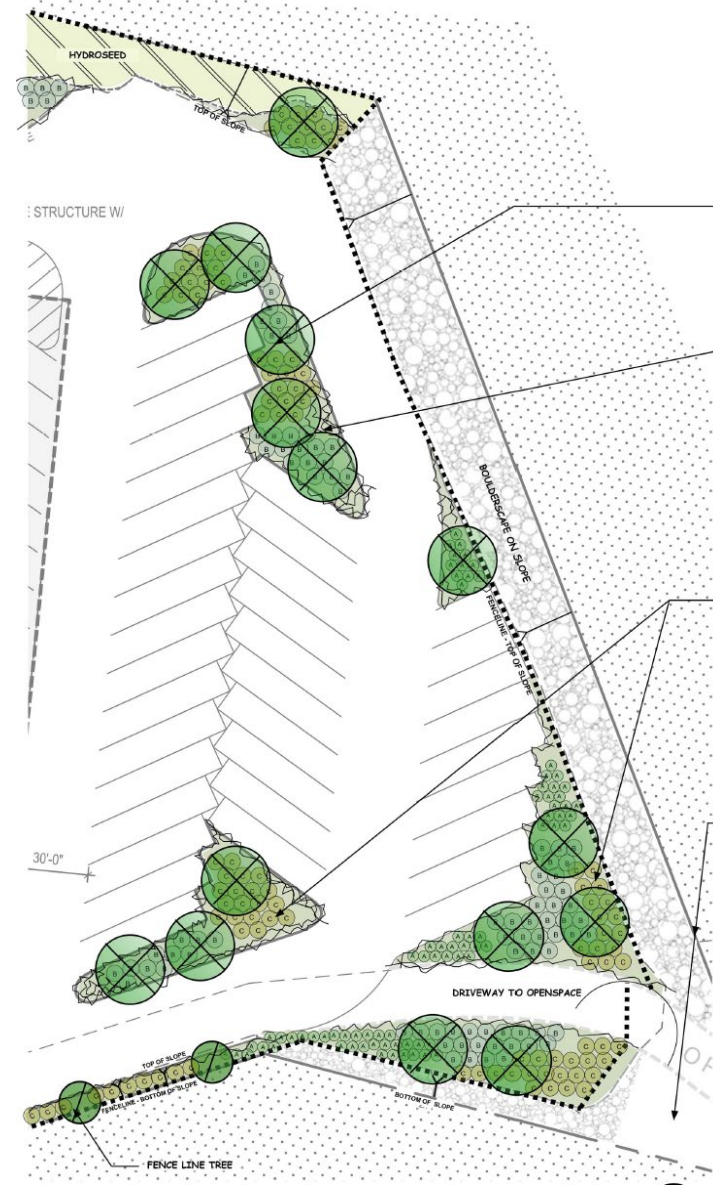
Figure 18: Conceptual Landscape Plan (D)

Source: RLA, Hunsaker and Associated, and Chipman Architects





**E EAST EDGE - RV & BOAT STORAGE  
PLAN VIEW ENLARGEMENT**



**Figure 19: Conceptual Landscape Plan (E)**

Source: RLA, Hunsaker and Associated, and Chipman Architects

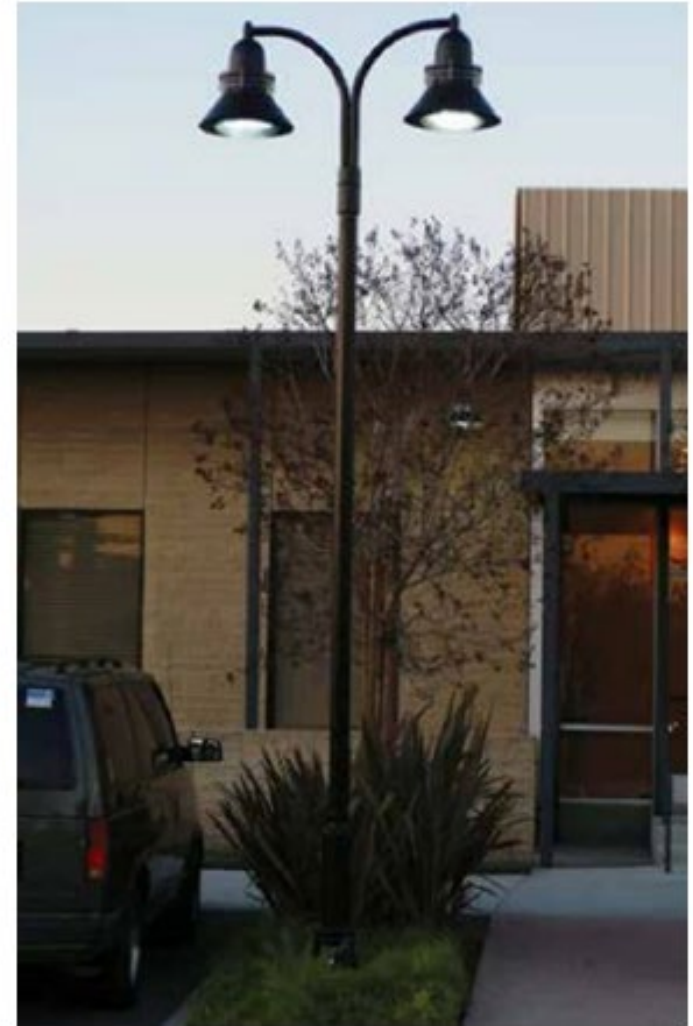




**LIGHT FIXTURE @ BLDG. ENTRY**



**LIGHT FIXTURE**



**PARKING LIGHTING**

**Figure 20: Conceptual Lighting**

Source: Chipman Architects

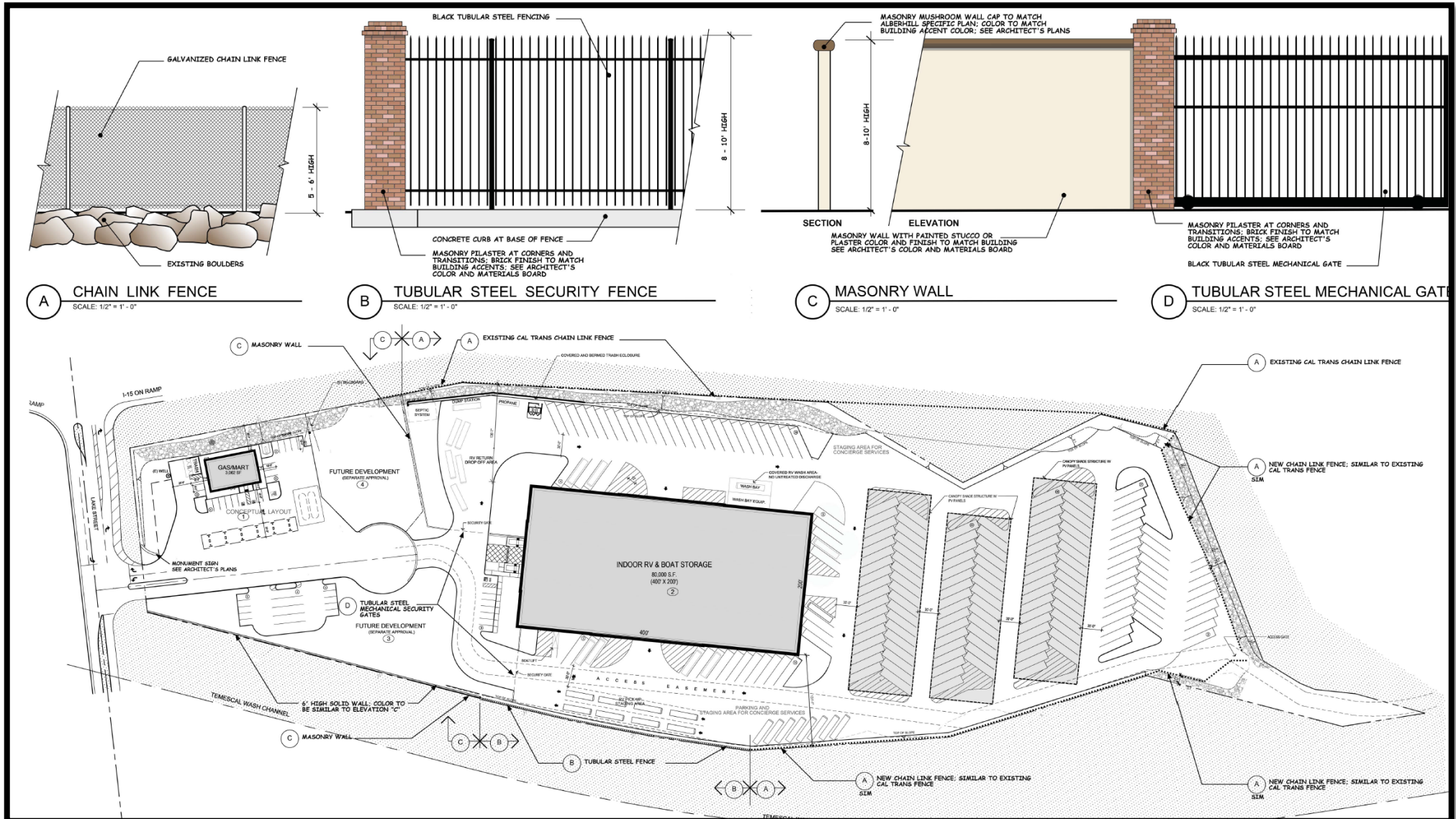


Figure 21: Conceptual Fence and Wall Plan

Source: RLA, Hunsaker and Associates, and Chipman Architects

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### **III. ENVIRONMENTAL CHECKLIST**

#### **A. BACKGROUND**

**1. Project Title:** Lake Street Storage

**2. Lead Agency Name and Address:**

City of Lake Elsinore, 130 South Main Street, Lake Elsinore, CA 92530

**3. Contact Person and Phone Number:** Attn: Damaris Abraham, Senior Planner  
(951) 674-3124 [dabraham@lake-elsinore.org](mailto:dabraham@lake-elsinore.org)

**4. Project Location:**

Undeveloped site bounded to the west by Lake Street, the I-15 freeway to the north and east, and the Temescal Wash to the south in the City of Lake Elsinore, County of Riverside; Assessor's Parcel Number [APN] 390-130-018.

**5. Project Sponsor's Name and Address:**

Lake Street Properties, LP  
2279 Eagle Glen Parkway, Suite 112-470  
Corona, CA 92883

**6. General Plan Designation:** Alberhill Ranch Specific Plan

**7. Zoning:** The project site is currently located within the Alberhill Ranch Specific Plan and has a land use designation of Commercial - Specific Plan (C-SP). Allowable uses in the C-SP Zone include service stations and recreational vehicle storage, the latter subject to a Conditional Use Permit. The Proposed Project would be subject to approval of a Conditional Use Permit in the C-SP Zone.

**8. Description of Project:**

The Applicant proposes to subdivide the existing site into four lots via TPM 37550 and construct the following improvements via CUP 2018-22 and CDR 2018-16:

Lot 1: Monument sign, a 3,528 SF service station with convenience store, fuel canopy with six (6) fuel pumps which could serve 12 vehicles, and two (2) underground storage tanks (USTs) on .94 net acres.

Lot 2: New 90,000 square foot (SF), single-story indoor recreational vehicle and boat storage facility, with 24,000 SF of mezzanine and 192 surface RV parking spaces partially covered with three canopies with solar panels on 10.63 net acres. The maximum height of the building and structures would be 44-feet including the proposed mechanical equipment for the RV and boat storage facility. Building materials for the proposed RV and boat storage facility would include brick and tile veneer and red tile roof accents.

Lot 3: 15 stall parking lot and vehicle access aisle on 1.09 net acres

Lot 4: No development is proposed on Lot 4 on 0.50 net acres.



**9. Surrounding Land Uses and Setting:**

The Project Site is bounded to the west by Lake Street and undeveloped land zoned Commercial-Specific Plan (C-SP) beyond, the I-15 and Caltrans right-of-way to the north and east, and the Temescal Wash to the south. Undeveloped land with a Specific Plan designation of Suburban Village, Single Family Residential I, and Golf Course/Open Space are located to the south, albeit not adjacent, of the Project Site beyond the Temescal Wash. Beyond the I-15 and Caltrans right of way to the north of the Project Site is land designated Commercial-Specific Plan and Open Space. Vehicular Access to the Project Site would be immediately taken from Lake Street, located to the West. The Project Site can be accessed from the I-15 freeway, via Lake Street and SR-74 via Collier Avenue and Lakeshore Drive.

**10. Other Public Agencies Whose Approval is Required:**

California Department of Transportation (Caltrans)  
South Coast Air Quality Management District (SCAQMD)

**11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?:** In accordance with the requirements of Assembly Bill (AB) 52, the City sent notification to six Native American Tribes traditionally and culturally affiliated with the project area on March 18, 2019. Of the tribes notified, the Rincon Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, and the Soboba Band of Luiseño Indians requested formal government-to-government consultation under AB 52. Consultation was concluded on May 10, 2019 with Rincon, and on December 13, 2019 with both Pechanga and Soboba. The proposed Project site has been heavily disturbed due to mining activities and the ground disturbances associated with the Lake Street Project will stay within the existing disturbances. Standard mitigation measures have been added to address the unanticipated discovery of cultural resources and human remains during groundbreaking activities. Please see Section XVIII of the Initial Study Environmental Checklist for more detail.

**B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**


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

- |  |   |
|--|---|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Mineral Resources                    |
| <input type="checkbox"/> Agriculture & Forest Resources  | <input type="checkbox"/> Noise                                |
| <input type="checkbox"/> Air Quality                     | <input type="checkbox"/> Population/Housing                   |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Public Services                      |
| <input checked="" type="checkbox"/> Cultural Resources   | <input type="checkbox"/> Recreation                           |
| <input type="checkbox"/> Energy                          | <input checked="" type="checkbox"/> Transportation            |
| <input checked="" type="checkbox"/> Geology/Soils        | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Greenhouse Gas Emissions        | <input checked="" type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Hazards & Hazardous Materials   | <input type="checkbox"/> Wildfire                             |
| <input type="checkbox"/> Hydrology/Water Quality         | <input type="checkbox"/> Mandatory Findings of Significance   |
| <input type="checkbox"/> Land Use/Planning               |   |

**C. DETERMINATION**

- ☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

  
Damaris Abraham, Senior Planner

  
Date

**D. INITIAL STUDY CHECKLIST**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS. Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>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:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
result in conversion of Farmland to non-agricultural use?				
<b>III. AIR QUALITY. Where available, significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES. Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES. Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the California Code of Regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the California Code of Regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>VI. ENERGY. Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>VII. GEOLOGY AND SOILS. Would the project:</b>				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
for the disposal of wastewater?				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>VIII. GREENHOUSE GAS EMISSIONS. Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>X. HYDROLOGY AND WATER QUALITY. Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XI. LAND USE AND PLANNING. Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XII. MINERAL RESOURCES. Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIII. NOISE. Would the project result in:</b>				
a) Generation of a substantial temporary or permanent increase in ambient of noise levels in	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIV. POPULATION AND HOUSING. Would the project:</b>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. 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:</b>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public services/facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XVI. RECREATION.</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVII. TRANSPORTATION. Would the project:</b>				
a) Conflict with program, ordinance or policy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>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:</b>				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### IV. ENVIRONMENTAL ANALYSIS

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

##### I. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized area, substantially degrade the existing visual character or quality of 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

##### *a) Have a substantial adverse effect on a scenic vista?*

**Less Than Significant Impact:** A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The Project Site is relatively flat, and mostly undeveloped, except for an existing well and billboard sign. The Project Site is bounded by vacant property to the north, west, south, and east. The Project Site contains no views of scenic vistas on site and there are no visual resources on the Project Site.

The General Plan EIR identifies the most notable aesthetic resource in the City as Lake Elsinore itself, a 3,000-acre natural lake. Additionally, the City's General Plan Figure 4.10 – *Viewshed and Vantage Points* identifies vantage points of Lake Elsinore that are to be maintained visually. The Project Site is not identified as a vantage point. The City's aesthetic setting is characterized by urbanized development of various densities occurring within varied topographical features and interspersed with undeveloped natural areas. Scenic resources within and surrounding the City include the lake, portions of the Cleveland National Forest, rugged hillside land, distant mountains and ridgelines, rocky outcroppings, streams, vacant land with native vegetation, parkland, and buildings of historical and cultural significance such as the cultural center,



bathhouse, and military academy. General Plan Goal 12 recommends policies to preserve valued public views throughout the City.

The Project Site is located over three miles north from Lake Elsinore (water body) and does not propose any building heights in excess of those that are allowed by the City's Zoning Code. Views of the mountains and ridgelines can be seen from the Project Site; however, the Proposed Project would be subject to the maximum building height permitted by the zoning which is limited to 45 feet. The maximum height of the proposed RV/boat storage structure would be 44 feet.

The RV/boat storage structure would be set back over 200 feet from Lake Street and the service station and ancillary structures would be set back over 50 feet from Lake Street, minimizing impacts to surrounding mountain views from the adjacent streets. A 4'-6" tall monument sign is proposed at the Lake Street frontage and would not have visual impacts to scenic vistas due to its low height. Views of the scenic resources within and surrounding the City are the prominent scenic vistas in the area. However, the Proposed Project would not impede any of these views. Therefore, potential impacts associated with a scenic vista would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR, Google Earth (accessed July 16, 2019), Project Description, Conceptual Grading Plan

*b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

**Less Than Significant Impact:** The Project Site is undeveloped land, except for an existing well and billboard, on 14.44-acres (gross). The Project Site is located on Lake Street, near the intersection of Lake Street and I-15.

According to the California Scenic Highway Mapping System, the nearest eligible scenic highways to the Project Site are the I-15 and SR-74. The Project Site is located adjacent to the I-15, directly south of the interstate. The portion of the I-15 eligible for listing as a state scenic highway runs from the southerly border of Riverside County to the SR-91/I-15 exchange located in the northwest corner of Riverside County. The Project Site is relatively flat and has been previously disturbed for the mining operation. The Project site does not contain any scenic resources, and there are no existing rock outcroppings or historic buildings present on the Project Site. Any potential visual impacts would be addressed through the City's design review process.

The City has local ordinances that protect the City's streetscape and trees. The City's Municipal Code includes a City Tree Preservation Ordinance (Ord. 1256). There are no trees existing on the Project Site. The City of Lake Elsinore has also determined that certain species of palm trees in the family Palmaceae are locally significant resources through the City Significant Palm Tree Ordinance (Ord. 1160). However, no palms occur on the Project Site. Therefore, through compliance with local ordinances and the City's design review process, potential impacts

associated with scenic resources within a state scenic highway would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR, LEMC, CalTrans California Scenic Highway Mapping System (accessed July 16, 2019)

c) *In non-urbanized area, substantially degrade the existing visual character or quality of 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:** According to mapping information from the Southern California Association of Governments (SCAG), which is based on U.S. Census data for urbanized areas, the Project Site is not located within an urbanized area. The Proposed Project would not substantially degrade the existing visual character or quality of the Project Site and its surroundings. The Project Site consists a previously disturbed, undeveloped parcel (with exception of an existing well and billboard) located in a commercially zoned area of the City. The Project Site is surrounded by vacant property to the north, west, south, and east. The Proposed Project would include construction of an 90,000 SF RV/boat storage building with ancillary office, support facilities for the RV/boat storage, a 3,528 SF service station and convenience store with fuel canopy and pumps, surface parking and drive aisles and landscaping.

No structures are being proposed that would diminish the existing visual character of the area or block views of the distant mountains and ridgelines. The Proposed Project is consistent with the intended land use for the area and meets development standards guiding the visual character of the Project Site. In addition, the Proposed Project would provide street improvements along the Project Site's frontage of Lake Street, including curbs, and sidewalks. The resulting aesthetic would be more organized, unified and urban, compared to the existing conditions. While the Proposed Project would markedly change the visual quality of the Project Site, it would not degrade the existing visual character or quality of the Project Site or surroundings. Therefore, potential impacts associated with the visual character or quality of the Project Site and its surroundings would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: Project Description, Site Plan, SCAG U.S. Census Urbanized Areas (accessed July 16, 2019)

*d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

**Less Than Significant Impact:** According to the City's General Plan, light and glare impacts to the Mount Palomar Observatory are of concern to the City. Areas of light pollution impacts have been identified through a "ring analysis," where primary impacts to the Observatory are within a 30-mile radius, and secondary impacts are up to 45 miles. According to the General Plan Figure 4.12 – *Palomar Lighting Impact Analysis Areas*, the Project Site is within the 45-mile secondary impacts radius. The Proposed Project would introduce light features to the vacant Project Site. Accordingly, the new buildings and associated components would include lighting features typical of commercial developments, such as security lighting and indoor lighting. However, while the Proposed Project would introduce new sources of light, all lighting fixtures would comply with Lake Elsinore Municipal Code (LEMC) Section 17.112.040 Lighting (for Nonresidential Development). Section 17.112.040 requires all outdoor lighting fixtures in excess of 60 watts to be oriented and shielded to prevent direct illumination above the horizontal plane passing through the luminaire and prevent any glare or illumination on adjacent properties or streets. This section of the LEMC encourages the use of low-pressure sodium vapor lighting due to the City's proximity to the Mount Palomar Observatory.

The Proposed Project would also introduce new sources of daytime glare due to the new building surfaces and vehicles traveling to and from the Project Site. However, the Proposed Project would be like other uses adjacent to the I-15 in Lake Elsinore and surrounding cities. The Proposed Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, potential impacts associated with light or glare would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: LEMC, General Plan

## II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

**No Impact:** Agricultural uses constitute approximately 0.8 percent of the City's total acreage and are designated by the California Farmland Mapping and Monitoring Program (FMMP) as Farmland of Local Importance (554 acres within the City), Grazing Land (827 acres within the City), and Unique Farmland (25 acres within the City). Remaining land is considered Urban/Built Up Land or Other Land, reflecting its developed uses or other characteristics making it unsuitable for agriculture. None of the farmland designations applied to land within the City or Sphere of Influence (SOI) are considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the State of California. There are no agricultural uses adjacent to the Project Site. The Proposed Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, no impacts associated with conversion of farmland would occur.

**Mitigation Measures:** No mitigation measures are required.



Sources: FMMP, General Plan EIR

*b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**No Impact:** The Proposed Project is not located within or adjacent to a Williamson Act contract as there are no Williamson Act agricultural preserves located within the City. The Project Site is located within the Alberhill Ranch Specific Plan and is designated as Commercial-Specific Plan (C-SP) and surrounded by commercial and open space zoning designations. The Proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impacts associated with agricultural uses or a Williamson Act contract would occur.

**Mitigation Measures:** No mitigation measures are required.

Sources: DOC WA, General Plan EIR, Alberhill Ranch Specific Plan

*c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

**No Impact:** The Project Site is within the City of Lake Elsinore which does not have zoning designated for forest land, timberland, or timberland zoned Timberland Production within City limits. The Project Site does not contain forestland or timberland. There is no conflict with existing zoning and no cause for rezoning of land related to forestland or timberland. Therefore, no impacts associated with forest land or timberland would occur.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan, Zoning Map, Alberhill Ranch Specific Plan

*d) Result in the loss of forest land or conversion of forest land to non-forest uses?*

**No Impact:** As indicated in Section II(c), the City does not have a zoning designation for forest land, timberland, or timberland zoned Timberland Production within City limits. In addition, the Project Site is currently vacant and is bounded by vacant property to the north, west, south, and east. The Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest uses. Therefore, no impacts associated with forest land would occur.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan, Zoning Map, Alberhill Ranch Specific Plan

*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?*

**No Impact:** The historical use of the Project Site consisted of a gravel mine and crushed aggregate processing plant from the early 1990s until the early 2000s when concrete and asphalt recycling operations began. Prior to the early 1990s the Project Site was undeveloped. The surrounding properties historically were undeveloped.

No agricultural activities are presently occurring on-site. The Project site has been subject to reclamation activities. Reclamation of the Project site was completed on July 17, 2019 allowing for the subject site to be developed. The Proposed Project would be consistent with the existing zoning designation of Commercial - Specific Plan (C-SP). The Proposed Project does not result in conversion of Farmland to non-agricultural use. Therefore, no impacts associated with farmland would occur.

**Mitigation Measures:** No mitigation measures are required.

Sources: Phase I ESA (Appendix H), Project Description, Zoning Map

### III. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

An Air Quality Analysis was completed to determine potential impacts to air quality associated with the development of the Proposed Project (Appendix A -*Lake Street/I-15 Property Air Quality Impact Analysis, City of Lake Elsinore, Urban Crossroads*, October 2019). The results of the analysis are based on CalEEMod version 2016.3.2.

The South Coastal Air Quality Management District (SCAQMD) has developed regional and localized significance thresholds for regulated pollutants (Table 3 – Maximum Daily Emissions Regional Thresholds). The SCAQMD’s CEQA Air Quality Significance Thresholds (March 2015) indicate that any projects in the South Coast Air Basin (SCAB) with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. SCAQMD provides a threshold for emissions of lead; however, for purposes of this analysis no lead emissions are calculated as there are no substantive sources of lead emissions. The air quality modeling program does not calculate any emissions of lead from typical construction or operational activities.

**Table 3 – Maximum Daily Emissions Regional Thresholds**

Pollutant	Construction	Operations
<b>Regional Thresholds</b>		
NO <sub>x</sub>	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM <sub>10</sub>	150 lbs/day	150 lbs/day
PM <sub>2.5</sub>	55 lbs/day	55 lbs/day
SO <sub>x</sub>	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: Regional Thresholds presented in this table are based on the SCAQMD Air Quality Significance Thresholds, March 2015

The SCAQMD also established Localized Significance Thresholds (LSTs) which represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses. LSTs applicable to the Proposed Project are summarized on Table 4 – *Maximum Daily Emissions Localized Thresholds*. Additional information on LSTs is presented in Section 3.6 of Appendix A.

**Table 4 – Maximum Daily Emissions Localized Thresholds**

Pollutant	Construction	Operations
<b>Localized Thresholds</b>		
NO <sub>x</sub>	632 lbs/day (Site Preparation)	804 lbs/day
	707 lbs/day (Grading)	
CO	12,099 lbs/day (Site Preparation)	15,361 lbs/day
	13,557 lbs/day (Grading)	
PM <sub>10</sub>	108 lbs/day (Site Preparation)	133 lbs/day
	119 lbs/day (Grading)	
PM <sub>2.5</sub>	44 lbs/day (Site Preparation)	55 lbs/day
	49 lbs/day (Grading)	

Source: Localized Thresholds presented in this table are based on the SCAQMD Final Localized Significance Threshold Methodology, July 2008

*a) Conflict with or obstruct implementation of the applicable air quality plan?*

**Less Than Significant Impact:** The Proposed Project would not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan (AQMP). The following section discusses the Proposed Project's consistency with the SCAQMD AQMP.

### **SCAQMD Air Quality Management Plan**

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a Proposed Project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the Proposed Project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies of the Proposed Project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the Proposed Project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the Proposed Project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.



The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A Proposed Project would be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

- (1) Whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- (2) Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

#### Criterion 1 - Increase In The Frequency Or Severity Of Violations

Based on the air quality modeling analysis contained in Appendix A, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance or local thresholds of significance. The ongoing operation of the Proposed Project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance. The Proposed Project would not exceed the applicable LST. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not be projected to exceed the air quality standards. Therefore, a less than significant long-term impact would occur and no mitigation would be required.

Based on the information provided above, the Proposed Project would be consistent with the first criterion.

#### Criterion 2 - Exceed Assumptions In The AQMP

Consistency with the AQMP assumptions is determined by performing an analysis of the Proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure the analyses conducted for the Proposed Project is based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the RTP/SCS and FTIP. The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA.

Development consistent with the growth projections in the City of Lake Elsinore General Plan is consistent with the AQMP. Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and

maximum area of disturbance. Irrespective of the Project Site's land use designation, development of the Project Site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As per the City of Lake Elsinore's General Plan, the Project site is located within the Alberhill Ranch Specific Plan (ARSP) and is designated as "Commercial Specific Plan (C-SP)". As per the Alberhill Ranch Specific Plan, the C-SP land use designation is intended to accommodate retail commercial, office, and light industrial uses that are relatively free of nuisance and do not handle hazardous materials. It is intended that these uses be located within the more visible areas of Alberhill Ranch, along major thoroughfares and the freeway. It is anticipated these uses will play an important role in establishing an identity of the Alberhill Ranch area and the City. The Proposed Project would include construction of an 90,000 SF RV/boat storage building with ancillary office, support facilities for the RV/boat storage, a 3,528 SF service station and convenience store with fuel canopy and pumps, surface parking and drive aisles and landscaping. The Proposed Project would not exceed the AQMP assumptions for the Project Site and is found to be consistent with the AQMP for the second criterion.

Therefore, potential impacts associated with an inconsistency with the SCAQMD AQMP would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: AQ Impact Analysis (Appendix A), Alberhill Ranch Specific 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?*

**Less Than Significant Impact:** The Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel throughout the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. Accordingly, the cumulative analysis for the Proposed Project's air quality must be generic by nature. The project area is out of attainment for ozone, PM<sub>2.5</sub>, PM<sub>10</sub> particulate matter and lead. In accordance with CEQA Guidelines Section 15130(b), this analysis of cumulative impacts incorporates a three-tiered approach to assess cumulative air quality impacts.

- Consistency with the SCAQMD project specific thresholds for construction and operations;

- Project consistency with existing air quality plans; and
- Assessment of the cumulative health effects of the pollutants.

## **Consistency with Project Specific Thresholds**

### Construction-Related Impacts

Construction activities associated with the Project will result in emissions of VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Construction related emissions are expected from the following construction activities:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

The duration of construction activity was estimated based on CalEEMod model defaults, past project experience, and a 2020 project buildout year. The construction schedule utilized in the analysis represents a “worst-case” analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The Project Site-specific construction fleet (Appendix A, p. 36) may vary due to specific project needs at the time of construction. The duration of construction activity and associated equipment both represent a reasonable approximation of the expected construction fleet as required per CEQA guidelines.

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions”. Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). However, SCAQMD Rules that are currently applicable during construction activity for the Proposed Project would include but are not limited to: Rule 1113 (Architectural Coatings) and Rule 403 (Fugitive Dust). Construction emissions for construction worker vehicles traveling to and from the Project Site, as well as vendor trips (construction materials delivered to the Project Site) were estimated based on CalEEMod.

The estimated maximum daily construction emissions without mitigation are summarized on Table 5 – *Overall Construction Emissions Summary (Without Mitigation)*. Under the assumed scenarios, emissions resulting from the Proposed Project construction would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant.

**Table 5 – Overall Construction Emissions Summary (Without Mitigation)**

Year	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2019	4.85	54.59	34.10	0.08	9.64	6.13
2020	47.44	32.00	28.65	0.08	4.82	2.15
<b>Maximum Daily Emissions</b>	<b>47.44</b>	<b>54.59</b>	<b>34.10</b>	<b>0.08</b>	<b>9.64</b>	<b>6.13</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

#### Operational-Related Impacts

Operational activities associated with the Proposed Project would result in emissions of VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational emissions would be expected from the following primary sources (Appendix A):

- Area Source Emissions (p. 37)
- Energy Source Emissions (p. 38)
- Mobile Source Emissions (p. 38)
- Gasoline Dispensing Emissions (p. 38)

Table 6 – *Summary of Operations Emissions* summarizes the Proposed Project's daily regional emissions from on-going operations. During operational activity, the Proposed Project would not exceed any of the thresholds of significance.

The greatest cumulative operational impact on the air quality to the Air Basin would be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development. In accordance with SCAQMD methodology, projects that do not exceed SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The regional ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions created from the on-going operations of the Proposed Project were calculated and are detailed in Table 6. Development of the Proposed Project would result in less than significant regional emissions of VOC and NO<sub>x</sub> (ozone precursors), PM<sub>10</sub>, and PM<sub>2.5</sub> during operation. Therefore, potential cumulative impacts associated with operation of the Proposed Project would be less than significant.



**Table 6 – Summary of Operations Emissions**

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source	4.13	4.00E-04	0.04	0.00	1.50E-04	1.50E-04
Energy Source	0.01	0.10	0.08	5.90E-04	7.47E-03	7.47E-03
Mobile	4.22	26.75	31.03	0.11	6.91	1.91
Gasoline Dispensing	2.90	0	0	0	0	0
<b>Total Maximum Daily Emissions</b>	<b>11.26</b>	<b>26.85</b>	<b>31.15</b>	<b>0.11</b>	<b>6.92</b>	<b>1.92</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source	4.13	4.00E-04	0.04	0.00	1.50E-04	1.50E-04
Energy Source	0.01	0.10	0.08	5.90E-04	7.47E-03	7.47E-03
Mobile	3.50	26.55	28.99	0.10	6.90	1.92
Gasoline Dispensing	2.90	0	0	0	0	0
<b>Total Maximum Daily Emissions</b>	<b>10.55</b>	<b>26.65</b>	<b>29.11</b>	<b>0.10</b>	<b>6.92</b>	<b>1.92</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

### Consistency with Air Quality Plans

The Project Site is designated as Commercial Specific Plan (C-SP) of the Alberhill Ranch Specific Plan. The Proposed Project would be consistent with the land use designation and would not require a General Plan Amendment or a zone change. Therefore, the Proposed Project would not result in an inconsistency with the current land use designation. The Proposed Project would not exceed the AQMP assumptions for the Project Site and is found to be consistent with the AQMPs for the Air Basin.

### Cumulative Health Impacts

The Air Basin is designated as nonattainment for ozone and PM<sub>2.5</sub>, which means that the background levels of those pollutants are at times higher than the ambient air quality standards. The air quality standards were set to protect public health, including the health of sensitive individuals (elderly, children, and the sick). Therefore, when the concentrations of those pollutants exceed the standard, it is likely that some sensitive individuals in the population would experience health effects. The regional analysis found that the Proposed Project would not exceed the SCAQMD regional significance thresholds for VOC and NO<sub>x</sub> (ozone precursors), PM<sub>10</sub> and PM<sub>2.5</sub>. Therefore, potential cumulative health impacts associated with the Proposed Project would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: AQ Impact Analysis (Appendix A), Alberhill Ranch Specific Plan

c) *Expose sensitive receptors to substantial pollutant concentrations?*

**Less Than Significant Impact:** The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the Project Site, which may expose sensitive receptors to substantial concentrations, have been calculated in Section III(b) for both construction and operations. The discussion below also includes an analysis of the potential impacts from toxic air contaminant emissions.

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as “sensitive receptors”; they are also known to be locations where an individual can remain for 24 hours. Sensitive receptors near the Project Site include an existing residential home located approximately 1,051 feet southwest of the Project Site boundary (Appendix A, Exhibit 3-A).

### **Construction-Related Sensitive Receptor Impacts**

Construction of the Proposed Project may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from onsite construction equipment. Table 7 – *Localized Significance Summary Construction* identifies the localized impacts at the nearest receptor location in the vicinity of the Proposed Project.

**Table 7 – Localized Significance Summary Construction (Without Mitigation)**

On-Site Site Preparation Emissions	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>45.57</b>	<b>22.06</b>	<b>9.43</b>	<b>6.07</b>
SCAQMD Localized Threshold	662	13,426	115	48
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
On-Site Site Mass Grading Emissions	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>54.52</b>	<b>33.38</b>	<b>5.77</b>	<b>3.59</b>
SCAQMD Localized Threshold	737	14,946	126	54
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

### Local Criteria Pollutant Impacts from Construction

The local air quality impacts from construction of the Proposed Project would not exceed the local NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub> thresholds of significance. Therefore, potential local air quality impacts associated with construction of the Proposed Project would be less than significant.

### Toxic Air Contaminants Impacts from Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the Proposed Project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk”. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime would contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the Proposed Project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet’s usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator can purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, potential short-term toxic air contaminant impacts associated with construction would be less than significant.

### **Operations-Related Sensitive Receptor Impacts**

The on-going operations of the Proposed Project may expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from onsite operations. Table 8 – *Localized Significance Summary of Operations* analyzes the vehicular CO emissions, local criteria pollutant impacts from onsite operations, and toxic air contaminant impacts.

**Table 8 – Localized Significance Summary of Operations**

Operational Activity	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>1.43</b>	<b>1.63</b>	<b>0.35</b>	<b>0.10</b>
SCAQMD Localized Threshold	832	16,854	141	61
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: CalEEMod localized operational-source emissions are presented in Appendix 3.2 of Appendix A.

#### Local CO Hotspot Impacts from Project-Generated Vehicle Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. No local CO Hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the Proposed Project. Therefore, potential impacts to offsite sensitive receptors associated with substantial pollutant concentrations from the operation of the Proposed Project would be less than significant.

#### Local Criteria Pollutant Impacts from Onsite Operations

The local air quality impacts from the operation of the Proposed Project would occur from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances. Operation of the Proposed Project would not exceed the local NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub> thresholds of significance. Therefore, potential impacts to local air quality associated with on-site emissions from the on-going operations of the Proposed Project would be less than significant.

#### Operations-Related Toxic Air Contaminant Impacts

The Proposed Project includes a service station with six (6) fuel pumps and space for 12 vehicles, along with ancillary service station equipment including two (2) USTs and has been estimated to have a throughput of 2 million gallons of gasoline per year. Emissions resulting from the gasoline service station have the potential to result in toxic air contaminants (TACs) (e.g., benzene, hexane, MTBE, toluene, xylene) and have the potential to contribute to health risk in the vicinity of the Project Site. Standard regulatory controls would apply to the Proposed Project in addition to any permits required that demonstrate appropriate operational controls.

For purposes of this evaluation, cancer risk estimates can be made consistent with the methodology presented in SCAQMD's Risk Assessment Procedures for Rules 1401, 1401.1 & 212 which provides screening-level risk estimates for gasoline dispensing operations. The Project Site is located within Source Receptor Area (SRA) 25 and is located within 1,051 feet meters of a residential community. Based on this screening procedure it is anticipated that no residential sensitive receptors in the vicinity of the Project Site will be exposed to a cancer risk of greater than 0.10 in one million which is less than the applicable threshold of 10 in one million. This screening-level risk estimate is very conservative (i.e. it would overstate rather than understate potential impacts). Upon entitlement the Proposed Project would be required to obtain requisite permits from the SCAQMD which would ultimately dictate the maximum annual throughput allowed. Therefore, potential impacts associated with the TAC emissions and associated cancer risks to the nearby residents from the proposed gas station would be less than significant.

Potential impacts to sensitive receptors associated with substantial pollutant concentrations from the operation of the Proposed Project would be a less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: AQ Impact Analysis (Appendix A)

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

**Less Than Significant Impact:** Based on the Proposed Project's construction and operational characteristics, the Proposed Project would not result in odor emissions that could adversely affect a substantial number of people. There are no other potential sources of emissions associated with the Proposed Project that could adversely affect a substantial number of people, aside from the localized emissions that are addressed separately above under Section III.c above. Potential odor impacts have been analyzed separately for construction and operations below.

### **Construction-Related Odor Impacts**

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from emissions from diesel equipment. The objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the Project Site's boundaries. Due to the transitory nature of construction odors, potential impacts associated with construction odors would be less than significant.

### **Potential Operations-Related Odor Impacts**

The Proposed Project would include a service station with six (6) fuel pumps and space for 12 vehicles, along with ancillary service station equipment including two (2) USTs, RV and boat storage facility and ancillary improvements, including two (2) trash enclosures, dump station, and wash bay. Potential sources that may emit odors during the on-going operations of the Proposed Project would primarily occur from odor emissions from gas dispensing activities and from the trash storage areas. Pursuant to SCAQMD Rule 461 the proposed gas station would be required to utilize gas dispensing equipment that minimizes vapor and liquid leaks and requires that the equipment be maintained at proper working order, which would minimize odor impacts occurring from the gasoline and diesel dispensing facilities. Moreover, SCAQMD Rule 402 acts to prevent occurrences of odor nuisances. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Due to the distance of the nearest receptors from the Project Site and through compliance with SCAQMD's Rule 461 and 402 and City trash storage regulations, potential impacts associated with on-going operational odors would be less than significant.

Therefore, potential impacts associated with other emissions, such as odors, would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: AQ Impact Analysis (Appendix A)



#### IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A Habitat Assessment and Consistency Analysis was completed to determine potential impacts to biological resources associated with the development of the Proposed Project (Appendix B – *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis for the Lake Street Storage Project*, Soar Environmental, March 2019).

A Joint Project Review (JPR) was completed by the Western Riverside County Regional Conservation Agency (RCA) to determine consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and identify potential impacts to biological resources associated with the development of the Proposed Project (Appendix C2 – Joint Project Review (JPR 18-08-29-01) for the *LEAP 2018-02/Lake Street Project*, Regional Conservation Agency (RCA), April 8, 2019).

The U.S. Fish and Wildlife Service (USFW) and California Department of Fish and Wildlife (CDFW) provided comments on the JPR review as they relate to the Project's consistency with MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface). (Appendix C3 – *Western Riverside County MSHCP Joint Project Review 18-08-29-01, Lake Street Storage (LEAP2018-2), City of Lake Elsinore*, U.S. Fish and Wildlife Service and California Department of Fish and Wildlife, April 2019).

Pursuant to the provisions of the MSHCP, all discretionary development projects within a Criteria Area are to be reviewed for compliance with the "Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy" (LEAP) process or equivalent process. The LEAP process "ensures that an early determination will be made of what properties are needed for the MSHCP Conservation Area, that the owners of property needed for the MSHCP Conservation Area are compensated, and that owners of land not needed for the MSHCP Conservation Area shall receive Take Authorization of Covered Species Adequately Conserved through the Permits issues to the County and Cities pursuant to the MSHCP." A formal and complete LEAP application, LEAP 2018-02 was submitted to the City on May 30, 2018 and a Joint Project Review (JPR) 18-08-29-01 was completed on by the RCA on April 8, 2019 and concurrence from the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service (collectively, the Wildlife Agencies) on April 23, 2019.

The Project Site is located within the Western Riverside County Multiple Species Habitat Conservation Plan Elsinore Area Plan, Subunit 1 (Estelle Mountain/Indian Canyon). The Project Site (14.44 acres) is located within Criteria Cells # 3751 and #3572. Surrounding land uses consist of undeveloped open space and the I-15 highway directly north of the Project Site.

On November 3, 2017, a Soar Environmental Consulting Wildlife Biologist ("Biologist") visited the 14.44-acre Project site. A thorough assessment of potential habitats within the Project Site was conducted and the Biologist determined the Project Site does not contain suitable habitat for the following species listed in the Western Riverside County Multiple Species Habitat Conservation Program (MSHCP): Burrowing Owl, Criteria Area Species (thread-leaved brodiaea, Davidson's saltscale, Parish's brittlescale, smooth tarplant, round-leaved filaree, Coulter's goldfields, little mousetail), and Narrow Endemic Plant Species (Munz's onion, San Diego ambrosia, slender-horned spineflower, many-stemmed dudleya, spreading navarretia, California Orcutt grass, San Miguel savory, Hammitt's claycress, Wright's trichocoronis).

The Project Site soil types consisted of Honcut sandy loam, Honcut loam, Temescal rocky loam, and Tujunga gravelly loamy sand. Due to these soils, the lack of vegetation, and current hydrology, no vernal pool habitat is present within the Project Site boundaries. Numerous rock piles along the perimeter and interior of the Project Site provide potential nesting habitat for Rock Wrens (*Salpinctes obsoletus*), a species protected by the Migratory Bird Treaty Act. The conserved area immediately to the northeast of the Project Site provides suitable habitat for nesting birds, including Least Bell's Vireo (*Vireo bellii pusillus*). The riverine habitat immediately south of the Project Site is suitable for nesting birds and various riparian species. The Project site is consistent with the MSHCP Cell Criteria, as there is demonstrated connectivity between the

land immediately surrounding it, and Cells 3853 and 3855.

The Project site was an active sand and gravel mine from approximately 1993 to 2005, and, an aggregate concrete and base processing site from 2005 until 2015. The property currently serves as a reclaimed mine site. As a result, the Project Site is extensively graded and supports minimal plant and animal life. Based on the survey conducted as a part of Appendix B, an estimation of approximately 95-97% of the property is devoid of vegetation. The Project site is intensely disturbed and predominantly consists of extensively graded coarse-grained alluvium soils. The habitat immediately surrounding the Project site is foothill grasslands, chaparral, riparian scrub, and ruderal.

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

**Less Than Significant Impact With Mitigation Incorporated:** Land within the City of Lake Elsinore and its SOI ("Planning Area") include properties developed with urban uses (either paved or occupied by buildings), disturbed vacant land, natural open space and currently undisturbed vacant parcels (General Plan FEIR, 2011).

The Project site was an active sand and gravel mine from approximately 1993 to 2005, and, an aggregate concrete and base processing site from 2005 until 2015. The property currently serves as a reclaimed mine site. As a result, the Project Site is extensively graded and supports minimal plant and animal life. Approximately 95-97% of the property is devoid of vegetation.

#### Burrowing Owl

During the Habitat Assessment, no signs of BUOW nor suitable habitat for BUOW were observed. BUOW exhibit a strong preference for relatively flat or gently rolling, open grasslands with a high concentration of small mammal burrows, particularly those of California ground squirrels (*Otospermophilus beecheyi*). As previously mentioned, approximately 95-97% of the on-site habitat is intensely disturbed, supporting a minimal amount of flora and fauna. The graded Project Site is unsuitable for use by burrowing mammals such as California ground squirrels and BUOW. The habitat immediately surrounding the Project site, though vegetated and not as disturbed, is not ideal habitat for BUOW. The foothill grasslands to the north, west, and east are too steep for the species. The chaparral/grassland immediately to the south holds potential for BUOW; however, the dense vegetation renders it less than ideal. The potential for detecting BUOW in, or near the Project site, is very low.

#### MSHCP Criteria Area Species

No MSHCP Criteria Area Species (Thread-leaved brodiaea, Davidson's saltscale, Parish's brittlescale, Smooth tarplant, Round-leaved filaree, Coulter's goldfields, Little mousetail) were observed on, or surrounding the Project site. The on-site habitat does not have the potential to

support any of these listed species due to its disturbed nature and coarse-grained soils (Appendix B, Tables C-1 and C-2). Additionally, the habitats immediately outside the property boundary are less than ideal due to their ruderal nature and the presence of invasive species such as Black mustard.

#### Narrow Endemic Plant Species

No Narrow Endemic Plant Species (Munz's onion, San Diego ambrosia, slender-horned spineflower, many-stemmed dudleya, spreading navarretia, California Orcutt grass, San Miguel savory, Hammitt's claycress, Wright's trichocoronis) were detected on, or surrounding the Project site. The on-site habitat does not have the potential to support any of these species, due to the absence of clay soils and because the Project Site has been repeatedly disturbed for over 20 years. The habitats immediately outside the Project footprint are less than ideal for these species due to the absence of clay soils, their ruderal nature, and the presence of invasive species such as black mustard.

#### Vernal Pools

The potential for vernal pools and associated species is minimal to non-existent on the Project site due to the nature of the coarse-grained soil types, and the length of time that the property has been repeatedly disturbed. There is potential for vernal pools to exist immediately outside Project Site boundaries, however, during the survey, the wildlife biologist observed no signs of vernal pools or ephemeral pools.

#### Nesting Birds

The rock piles along the Project perimeter and interior are potential habitat for Rock Wren (*Salpinctes obsoletus*), which may nest in cavities and crevices in and among the rock piles. Two Rock Wrens were observed on-site during the survey. Other areas with potential for nesting birds falls outside Project boundaries. One such area is the Temescal Wash, which is located along the southern border of the property. The presence of tree snags and various riparian plants offers suitable nesting habitat for riverine species, including House Wrens (*Troglodytes aedon*) and Bewick's Wrens (*Thryomanes bewickii*). Both wren species were detected during the survey. The conserved area on the northeast corner of the Project site bears tremendous nesting bird potential, as the vegetation is dense and is likely to provide ample food sources.

#### Riverine/Riparian Species

The potential for riverine/riparian species on the Project site does not exist as it is almost entirely devoid of vegetation from repeated grading and mining operations through the years. However, Temescal Wash, which runs along the southern border of the property, has the potential to support a multitude of riparian species in addition to nesting birds.

In order to prevent potential impacts to any sensitive species on the Project Site, the Habitat Assessment recommended exclusionary wildlife fencing to be erected and maintained around the perimeter of the Project Site to prevent entry of wildlife species that may become harmed or cause a delay in construction activities. Additionally, RCA recommended and the Wildlife Agencies concurred that in order to achieve this goal, as well as to reduce potential edge impacts of noise and light to the habitat areas and Least Bell's Vireo to the south and east of the Project Site more fully described in Section IV(b), that chain link or tube steel perimeter fencing be replaced with a 6-foot high masonry wall in areas of the perimeter of the Project Site that may exceed 65 dBA beyond the Project Site boundaries, as shown on Figure 21 – *Wall and Fence Plan*.

The Noise Impact Analysis (Appendix L) determined that existing noise levels south of the Project site adjacent to the potentially suitable habitat area approach 67.8 dBA CNEL (measurement location L2) and are largely influenced by existing traffic noise levels on I-15 and Lake Street. With the construction of the proposed buildings, noise levels at this location are anticipated to benefit from the barrier attenuation provided by the buildings themselves. The FHWA indicates that a noise barrier is most effective when placed close to the noise source or receiver, and it must be high enough and long enough to block the path of the noise source. While not a continuous noise barrier, the proposed buildings would be expected to provide up to 4.5 dBA CNEL of barrier attenuation within the shadow zone of each building, or the area being shielded, based on guidance for the first row of intervening buildings provided by the Federal Transit Administration. The Project buildings are anticipated to provide barrier attenuation for the sensitive habitat area south of the Project site, where receiver locations are shielded by the buildings themselves. Additionally, the construction and operational noise analysis demonstrated that noise levels would not exceed the residential noise standard of 65dBA  $L_{eq}$  at the noise-sensitive receiver locations identified in the Noise Impact Analysis. As a condition of approval to the Proposed Project, the Applicant included a Project Design Feature on the Wall and Fence Plan (Figure 21) to show a 6' high masonry wall along the south west edge of the Project Site, generally along the parking lot and undeveloped portion of Parcel 3, that would attenuate the noise at that portion of the property line not attenuated by buildings.

The Project site contains several rock piles along the perimeter and in various areas in the interior that hold the potential for nesting habitat for Rock Wrens, which are protected by the Migratory Bird Treaty Act. Two of these species were observed during the survey in and near rock piles. As its name implies, this species is often found near rocks and prefers to nest in cavities and crevices in and among rocks. In order to prevent potential impacts to nesting Rock Wrens, **MM BIO-1** would require that prior to the issuance of a grading permit, a qualified biologist shall survey all rock piles prior to any disturbance, especially if the movement is taking place during the nesting season (February through September). If any active or potentially active nests are observed on-site, the qualified biologist shall monitor construction activities to ensure that no nests, eggs, juvenile, or adult birds are harmed. If active nests are located, construction activities in the vicinity should cease until a qualified biologist has determined that the young have fledged. It may be necessary to implement a buffer around nests until the biologist can ensure that the young have fledged. A qualified biologist must make this determination based on the birds' behaviors.



Therefore, with implementation of the proposed wall and fence plan and **MM BIO-1**, potential impacts to any sensitive species on the Project Site would be less than significant.

**Mitigation Measures:**

**MM BIO-1:** Prior to the issuance of a grading permit, a qualified biologist shall survey all rock piles prior to any disturbance, especially if the movement is taking place during the nesting season (February through September). If any active or potentially active nests are observed on-site, the qualified biologist shall monitor construction activities to ensure that no nests, eggs, juvenile, or adult birds are harmed. If active nests are located, construction activities in the vicinity should cease until a qualified biologist has determined that the young have fledged. It may be necessary to implement a buffer around nests until the biologist can ensure that the young have fledged. A qualified biologist must make this determination based on the birds' behaviors.

Sources: Habitat Assessment (Appendix B), MSHCP JPR (Appendix C2), Noise Impact Analysis (Appendix L)

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

**Less Than Significant Impact With Mitigation Incorporated:**

The Habitat Assessment (Appendix B) and the MSHCP JPR (Appendix C2) detail all relevant policies contained in the MSHCP as they relate to the Proposed Project. The Project Site does not contain any riparian or other sensitive natural community, is not within a Narrow Endemic Plant Species Survey Area (NEPSSA), does not have suitable habitat for Criteria Area Species Survey Area (CASSA) plant species and is not in a burrowing owl survey area. The consistency review found that the Proposed Project is consistent with the MSHCP Criteria and specifically, is subject to MSHCP Section 6.1.4 – Guidelines Pertaining to the Urban/Wildlands Interface due to its location directly north of Temescal Wash.

Temescal Creek lies immediately south of the Project Site and flows along the entirety of the approximate 1,800-foot southern Project Site boundary. The entire eastern boundary is adjacent to riparian habitat dominated mitigation lands. These areas contain riparian habitat suitable for riparian bird species, including least Bell's vireo, yellow warbler, and yellow-breasted chat. In order to mitigate potential adverse effects on the adjacent MSHCP Conservation Areas, **MM BIO-2** would require implementation of guidelines contained in Section 6.1.4 of the MSHCP. **MM BIO-3** would require the Property Owner/Developer to comply with Construction Best Management Practices from Volume I, Appendix C of the MSHCP. **MM BIO-4** would require nesting bird surveys for the Least Bell Vireo. With implementation of **MM BIO-2**, **MM BIO-3**, and **MM BIO-4**, potential impacts associated with adverse effects on riparian habitat or other sensitive natural community would be less than significant.

**Mitigation Measures:**

**MM BIO-2:** Prior to the issuance of a grading permit, the Property Owner/Developer shall include a note on the plans that outlines the following requirements from Section 6.1.4 of the MHSCP:

Drainage:

1. Prepare and follow a Storm Water Pollution Prevention Plan (SWPPP) as required by the National Pollutant Discharge Elimination System (NPDES) General Construction Permit requirements.
2. Implement the measures in the Project Specific Water Quality Management Plan (Appendix J) to control the quantity and quality of runoff from the Project Site into the MSHCP Conservation Area:
  - a. Drainage flows will be captured by the two proposed subsurface infiltration facilities with pre-treatment BMPs.
  - b. Washwater containing any cleaning agent or degreaser and discharge will be collected to the sanitary sewer and not to a storm drain.
  - c. Storm drain inlets will be marked “only rain down the storm drain”. Stormwater pollution prevention information will be provided to new site owners, lessees, or operators. A Lease agreement will include the following: “tenant shall not allow anyone to discharge anything to storm drains or store or deposit materials so as to create a potential discharge to storm drains”.

Toxics:

Follow Guidelines in Lake Elsinore Municipal Code Section 17.112.090 pertaining to gasoline dispensing establishments including a minimum 30-foot setback of gasoline pumps and pump islands from any property line. Measures identified above to protect water quality will minimize the effects of runoff of toxics into adjacent habitat areas.

Lighting:

Comply with Lake Elsinore Municipal Code Section 17.112.040 Lighting (for Nonresidential Development) that all outdoor lighting fixtures in excess of 60 watts are oriented and shielded to prevent glare or direct illumination on adjacent properties. All exterior lighting shall be shielded away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. Shielding shall be incorporated in project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased.

Noise:

The Property Owner/Developer would construct a minimum 6-foot high masonry wall a portion of the southern property lines of the Project Site, as shown in Figure 21 - *Wall and Fence Plan*. Consistent with the recommended Condition of Approval from the Wildlife Agencies (Appendix C3), the Applicant conducted a noise study (Appendix L) that confirmed that the Walls and Fences shown in Figure 21 would ensure that project-generated noise levels at adjacent conservation lands would not exceed residential noise standards. The combined noise levels at the adjacent sensitive receivers would be below the 65dBA threshold recommended by the Wildlife Agencies and within both the City’s daytime and nighttime noise standards for commercial land uses.

Invasives:

The Landscaping Plan shall avoid using plants shown in MSHCP Table 6.2 to ensure that invasive species are not included in the plant palette. Project landscaping shall be maintained to prevent invasive plant species from taking root and going to seed on the Project Site. If possible, the Landscape Plan should use low water-using plants to be consistent with Assembly Bill 1881.

Barriers:

Use landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms to discourage public access, domestic animal predation, illegal trespass, excessive noise, or illegal dumping in adjacent habitat areas.

Manufactured Slopes

Manufactured slopes associated with development of the Project Site shall not extend into the MSHCP Conservation Area. Site boundaries should be clearly marked in the field when grading the Project site near the conservation area to ensure no encroachment occurs. Figure A-1 of Appendix B shows that manufactured slopes from the final mining reclamation activities do not extend into the MSHCP Conservation Area.

Weed Abatement:

Weed abatement and fuel modification activities are not permitted in the Conservation Area, including designated avoidance areas.

**MM BIO-3:** Prior to the issuance of a grading permit, the Property Owner/Developer shall include a note on the plans that outlines the following Construction Best Management Practices from Volume I, Appendix C of the MSHCP, shown in italics, and specific requirements in plain text:

Construction Best Management Practices:

- 1. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and Project Site boundaries within which the project activities must be accomplished.*

Prior to the issuance of a grading permit, the Property Owner/Developer shall retain a qualified biologist to prepare and implement a Worker Environmental Awareness Program (WEAP) to train all Project personnel prior to grading. The details of the training should be consistent with MSHCP Appendix C Standard BMP No. 1, the general provisions of the Endangered Species Act, include a detailed discussion of how to identify the potential special-status plant and animal species that may be encountered during ground disturbance and construction activities, and necessary actions to take if the species are observed on-site.

2. *Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.*

Prior to the issuance of a grading permit, the Property Owner/Developer shall submit to the City a Project-specific SWPPP prior to initial ground disturbance. The Project-specific SWPPP shall describe BMPs that will be implemented in pre-, during-, and post-construction phases. Examples of BMPs may include dust suppression BMPs, Low Impact Developments (LIDs) such as vegetated swales, and a spill response protocol. The SWPPP is a dynamic document that shall be amended when site conditions warrant changes to protect natural resources and prevent discharge of non-stormwater to neighboring parcels.

The Qualified Stormwater Developer (QSD) will develop and implement the SWPPP with site-specific BMPs to prevent/reduce the potential for erosion, sedimentation, and offsite discharge of non-stormwater in accordance with the Construction General Permit (CGP), National Pollutant Discharge Elimination System (NPDES) MS4 permit, and a 401 Water Quality Certification Permit (if applicable). The QSD will provide training to the contractor for performing regular site inspections, and for pre-, during-, and post-storm events to ensure that BMPs are functioning as intended.

3. *The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.*

Prior to the issuance of a grading permit, the Property Owner/Developer shall submit to the City a construction management plan that demonstrates that the construction footprint will remain within the limits of the current property boundary, site ingress/egress will be limited to the least impactful location on Lake Street at the western end of the Project Site. Trackout (riprap, rumble strips) shall be installed to prevent tracking of sediment to public roadways.

4. *The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.*

Prior to the issuance of a grading permit, the Property Owner/Developer shall submit to the City a construction management plan that the construction footprint will remain within the limits of the current property boundary, Project Site boundaries shall be clearly delineated with visible means (i.e. stakes, rope, flagging, snow fence, etc.). The contractor will adhere to the measures and conditions in all environmental permits to protect Jurisdictional Waters of the United States. The Property Owner/Developer shall construct the perimeter Wall and Fence Plan as shown in Figure 21 - *Wall and Fence Plan* first to serve as wildlife exclusionary fencing (WEF) around the Project perimeter to reduce the potential for accidental take of species that may enter the Project Site during construction.

5. *Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.*

The Habitat Assessment found that no habitat for target species was observed within the Project Boundaries. The Project Site does not contain stream channels, gravel bars, or streambanks. The coarse-grained soil onsite has insufficient clay/fines and does not allow standing water to persist in durations sufficient to support many of the target species. All Project-related construction activities would occur within the property boundaries and no equipment or personnel would work outside the clearly identified Project boundaries.

6. *Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian identified in MSHCP Global Species Objective No. 7.*

Prior to the issuance of a grading permit, the Property Owner/Developer shall retain a qualified wildlife biologist to monitor ground disturbance activities that would occur during the nesting season. The Habitat Assessment found that no sensitive habitats were observed within the Project boundaries, including riparian habitat. The Construction Contractor shall take care to ensure that construction activities do not negatively impact potentially sensitive habitats or species surrounding the Project Site. Construction equipment and personnel shall be made aware of MSHCP Global Species Objective No. 7 as part of the WEAP training and would always remain within Project Site boundaries.

7. *When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing or other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.*

No water diversion activities are proposed during Project activities. The Property Owner/Developer shall implement erosion and sediment control BMPs as identified in the WQMP throughout the Project site to reduce/prevent sediment from impacting the Temecula Wash in pre-, during- and post-construction phases. Personnel would be educated during WEAP training as to the importance of preventing impacts to the Wash from construction activities.

8. *Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG, RWQCB and shall be cleaned up immediately and contaminated soils removed to an approved disposal areas.*

Ongoing during construction and operation, all project activities shall occur within the



property boundary and outside of the Temescal Wash. Equipment storage, fueling and staging areas shall be located outside any sensitive habitats and in areas with no risk of direct drainage into the surrounding wash and other sensitive habitats. All fuel storage tanks shall have secondary containment to retain fuel spills. Construction equipment and materials shall be staged as far from the Temescal Wash as practical. The Project Site-specific SWPPP shall have BMPs designed to prevent the release of cement or other toxic substances into surface waters or bare soil, as required by the RWQCB. All potentially hazardous materials shall be stored appropriately on-site away from sensitive habitats or Waters of the United States. Concrete washouts and active/inactive materials stockpiles shall have secondary containment BMPs to prevent the accidental release of hazardous substances to bare soil. The SWPPP is required to have a Spill Prevention Control and Countermeasure (SPCC) to describe necessary actions that should occur in the event of a spill or release of potentially hazardous substances. Spills or releases of toxic substances greater than five gallons shall be reported to the RWQCB, DTSC, Local Municipalities, and/or federal agencies, as appropriate.

9. *Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.*

No erodible fill material shall be deposited into or stockpiled near the Temescal Wash. Materials stockpiles shall be located away from sensitive areas. Inactive materials stockpiles shall be covered and bermed to prevent windborne dust or accidental release. The SWPPP shall describe BMPs to prevent fugitive dust from migrating to neighboring parcels or the Wash.

10. *The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.*

Prior to the issuance of a grading permit, the Property Owner/Developer shall retain a qualified wildlife biologist to monitor ground disturbance activities to ensure that all measures to protect species on and off site are being implemented during construction activities, including wildlife exclusionary fencing, rock wren surveys (**MM BIO-1**), and nesting bird surveys (**MM BIO-4**). Additional protective measures recommended by the qualified wildlife biologist shall be implemented as necessary by the Property Owner/Developer to avoid incidental disturbance of habitat and species of concern outside the project footprint.

11. *The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.*

No clearing and grubbing of native vegetation would be anticipated during the Project activities as the Project site is almost entirely devoid of vegetation.

12. *Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.*

No exotic species were encountered during the Project habitat assessment and none would be utilized in any revegetation efforts. The final landscaping design may incorporate native plant species; however, regular landscape maintenance shall prevent exotic, or noxious plant species from taking root on the Project Site.

- 13. To avoid attracting predators of the species of concern, the Project Site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).*

The SWPPP shall contain BMPs for trash storage and removal, including containment of sanitation facilities (e.g. portable toilets), and covering waste disposal containers at the end of every business day and before rain events. Trash cans shall have a fastenable lid to prevent animals from accessing or spreading trash onsite. The Project-QSD should consult the MSHCP Appendix C Standard Best Management Practices, RWQCB recommendations, and any applicable environmental permit measures and conditions when developing the Project SWPPP.

- 14. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.*

In accordance with the WEAP, all Project activities would occur within the clearly delineated property boundaries. Construction activities shall be confined to the Project footprint, and approved routes of travel shall be established, including ingress/egress points. Exclusion fencing shall be utilized throughout the Project duration.

- 15. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions, including these BMPs.*

The Contractor shall allow the Permittee access to the construction site. All visitors shall check in with the Project Engineer (or Site Supervisor) prior to accessing the construction site and will be escorted within Project boundaries during normal business hours when construction activities are occurring.

#### **MM BIO-4: Least Bell's Vireo Nesting Survey**

Prior to the issuance of a grading permit, the Property Owner/Developer shall retain a qualified biologist to conduct focused surveys along the Temescal Wash immediately south of the Project Site.

If ground disturbing activities are to occur outside the LBV nesting season (September 16-March

14), a qualified biologist shall perform a presence/absence survey along the Temescal Wash immediately south of the Project site, and continue these surveys on a monthly basis, especially as breeding season commences.

If ground disturbing activities are to take place during the LBV nesting season (March 15-September 15) and the survey findings are negative, project activities may proceed without the implementation of any specific mitigation measure for protecting LBV. If the survey findings are positive, the biologist shall perform additional surveys to determine whether nesting is taking place within 300 feet of the Project site. If LBV are located, but nesting cannot be confirmed, Project activities shall not occur within 100 feet of the suitable habitat area(s) until the nesting season has ended. If nesting is confirmed, Project activities shall not occur within 150-200 feet of the nest site until the biologist confirms that the young have fledged, and the nest is no longer active. The qualified biologist shall always be present when construction crews are working within 1/8 mile surrounding a LBV nest site to ensure that the birds do not react unfavorably to Project activities. If the qualified biologist observes signs of agitation stemming from Project activities, he or she should request that the activities cease and not resume until the birds' behavior normalizes. If the birds continue to exhibit signs of agitation, Project activities shall be adjusted to accommodate the nesting birds' needs.

In the presence of LBV nests, the noise level from Project activities shall not exceed 65 dBA. If this is not possible, a noise barrier shall be constructed to avoid adverse impacts to the LBV nest(s). During the LBV breeding season, artificial light shall not be cast into LBV habitat when night work is occurring.

Sources: Habitat Assessment (Appendix B), MSHCP JPR (Appendix C2), Wildlife Agencies JPR (Appendix C3) Noise Impact Analysis (Appendix L)

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?*

**Less Than Significant Impact:**

*"Waters of the U.S."/"Waters of the State"*

Section 404 of the Federal Clean Water Act (CWA) and Section 1602 of the *California Fish and Game Code* regulate activities affecting resources under the jurisdiction of the USACE and the CDFW, respectively. "Waters of the U.S.", under the jurisdiction of the USACE include navigable coastal and inland waters, lakes, rivers, streams, and their tributaries; interstate waters and their tributaries; wetlands adjacent to such waters; intermittent streams; and other waters that could affect interstate commerce. The CDFW has jurisdictional authority over resources associated with rivers, streams, and lakes. Section 401 of the CWA provides the Regional Water Quality Control Board (RWQCB) with the authority to regulate, through a Water Quality Certification, any proposed federally permitted activity that may affect water quality. The RWQCB also has jurisdiction over isolated wetlands and waters under the Porter-Cologne Water Quality Control Act.

No drainages, waterbodies, or other water resources under the regulatory authority of the USACE, the CDFW, or the RWQCB were observed in the survey area. Riparian habitat is adjacent to the south and east. Therefore, there would be no impacts on jurisdictional resources and no permits, agreements, or certifications would be required from these agencies.

#### *Vernal Pools*

As defined by Section 6.1.2 the MSHCP, vernal pools are seasonal wetlands that occur in sunken areas that have wetland soils, vegetation, and hydrology during the wetter portion of the growing season, but lack hydrology and/or vegetation during the drier portion of the year. The Project Site soil types consisted of Honcut sandy loam, Honcut loam, Temescal rocky loam, and Tujunga gravelly loamy sand. Due to these soils, the lack of vegetation, and current hydrology, no vernal pool habitat is present within the Project boundaries.

Therefore, potential impacts on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) would be less than significant.

**Mitigation Measures:** No Mitigation Measures Required.

Sources: Habitat Assessment (Appendix B), MSHCP JPR (Appendix C2)

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

**Less Than Significant Impact With Mitigation Incorporated:** Indirect impacts, often called “edge effects”, are those that affect the quality of nearby wildlife habitat resulting from disturbance by construction (such as noise, dust, and urban pollutants) and/or the long-term use of the Project Site. The Temescal Wash immediately to the south of the Project Site, and the conservation area immediately to the east of the Project Site, could experience edge effects.

During construction, runoff carrying excessive silt or petroleum residues from construction equipment could potentially impact water quality and, in turn, affect plant and wildlife species using habitat adjacent to the Project Site. Grading and other construction activities would disturb soils and result in the accumulation of dust on the surface of the leaves of trees, shrubs, and herbs. Temporary construction noise has the potential to disrupt foraging, nesting, roosting, and/or denning activities for a variety of wildlife species.

Following construction, urban runoff from project infrastructure or landscaping could permanently impact water quality during operation of the Proposed Project. Landscaping associated with the Proposed Project may introduce new, invasive species to the surrounding open space. An increase in the number of nighttime light and glare sources could affect the behavioral pattern of nocturnal and crepuscular (i.e., active at dawn and dusk) wildlife.

The Property Owner/Developer would be required to follow the Urban/Wildlands Interface Guidelines in Section 6.1.4 of the MSHCP to minimize urban/wildlands interface issues in the nearby Temescal Wash and conservation areas as outlined in **MM BIO-2** and Construction Best Management Practices from Volume I, Appendix C of the MSHCP as outlined in **MM BIO-3**. These include measures related to indirect impacts such as water quality (drainage), use of toxics, night lighting, indirect noise, invasive plant and wildlife species, protection of habitat areas (barriers), and grading/land development adjacent to habitat areas.

Trees in the survey area and immediate vicinity have potential to be used for nesting by the Least Bell Vireo. The noise and disturbance associated with construction may disturb a nesting Least Bell Vireo if present immediately adjacent to the project impact area. In accordance with **MM BIO-4**, If construction would be initiated during the Least Bell Vireo nesting season (generally between March 15-September 15), a pre-construction survey would be required to ensure that no Least Bell Vireo nests are impacted. If an active nest is present, construction may be temporarily restricted in the immediate vicinity of the nest until Least Bell Vireo nesting is complete.

Therefore, with implementation of the recommendations in the Habitat Assessment, consistent with the MSHCP and LEMC, **MM BIO-2**, **MM BIO-3**, and **MM BIO-4**, potential impacts associated with the movement of any native resident or migratory fish or wildlife species would be less than significant.



**Mitigation Measures: MM BIO-2, MM BIO-3, and MM BIO-4.**

Sources: Habitat Assessment (Appendix B), MSHCP JPR (Appendix C2), LEMC

*e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**Less Than Significant Impact:** The Proposed Project would be consistent with local policies and ordinances related to biological resources. The City's Municipal Code includes a City Tree Preservation Ordinance (Ord. 1256) that protects the City's streetscape and trees. There are no trees growing on the Project Site. Ord. 1256 requires that a City business license be obtained prior to pruning, treating, or removing street or park trees within the City. Additionally, no species other than those included in the City's official street tree species list would be planted without written permission of the City Tree Committee. Tree spacing, distance from curbs and sidewalks, and other aesthetic guidelines shall be followed in accordance with Ord. 1256. The City of Lake Elsinore has also determined that certain species of palm trees in the family Palmaceae are locally significant resources through the City Significant Palm Tree Ordinance (Ord. 1160). However, no palms occur on the Project Site.

In addition, the MSHCP requires that Project Sites be evaluated for several factors to assess how they meet MSHCP criteria. This information is used to determine whether a Project Site should be acquired as part of the habitat reserve or whether it should be allowed for development. The biological resources evaluation also assists the Lead Agency in determining whether additional mitigation would be required for Criteria Area or Additional Survey Needs Species. According to the Riverside County Integrated Project (RCIP) Conservation Summary Report Generator, the Proposed Project is in designated MSHCP "Criteria Area" Cell 3751 and 3752. The general habitat assessment for the Proposed Project includes assessments for riparian/riverine areas (and associated species) and vernal pools (and associated species) pursuant to MSHCP Section 6.1.2; urban/wildlands interface issues pursuant to MSHCP Section 6.1.4; and areas under the jurisdictions of the U.S. Army Corps of Engineers (USACE) and/or the California Department of Fish and Wildlife (CDFW) as discussed in MSHCP Section 6.1.2. This report has been prepared in accordance with the MSHCP guidelines. Therefore, potential impacts associated with conflict with local policies or ordinances would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: Habitat Assessment (Appendix B), MSHCP JPR (Appendix C2), LEMC

*f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

**Less Than Significant Impact With Mitigation Incorporated:** The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) requires that Project Sites be evaluated for a number of factors to assess how they meet MSHCP criteria. This information is used to determine whether a Project Site should be acquired as part of the habitat reserve or whether it

should be allowed for development. The biological resources evaluation also assists the Lead Agency in determining whether additional mitigation would be required for Criteria Area or Additional Survey Needs Species. The habitat assessment for the Proposed Project includes assessments for riparian/riverine areas (and associated species) and vernal pools (and associated species) pursuant to MSHCP Section 6.1.2; urban/wildlands interface issues pursuant to MSHCP Section 6.1.4; and areas under the jurisdictions of the U.S. Army Corps of Engineers (USACE) and/or the California Department of Fish and Wildlife (CDFW) as discussed in MSHCP Section 6.1.2.

The Riverside County Board of Supervisors approved the MSHCP in 2003 and received permitting approval from the U.S. Fish and Wildlife Service (USFWS) in June 2004. This plan establishes Criteria Areas (i.e., reserves) to adequately conserve many species listed as Threatened and Endangered by the USFWS and the CDFW. Impacts on Covered Species would be considered fully mitigated with the City's participation in the MSHCP program. Except for a few species (e.g., least Bell's vireo, which is a Riparian/Riverine species), focused surveys are not required for Covered Species and no additional permitting would be necessary. According to the Riverside County Integrated Project (RCIP) Conservation Summary Report Generator, The Project site is located the Elsinore Area Plan of the MSHCP, specifically within Subunit 1 – Estelle Mountain/Indian Canyon, Cell Group J, Cells 3751 and 3752.

The focus of reserve assembly for these cells and cell groups is Proposed Core 1. Proposed Core 1 exists in two blocks, one east and one west of the I-15. The Project is located within the western block of Proposed Core 1. Connections are made from Proposed Core to Proposed Linkage 1, Proposed Linkage 2 (Alberhill Creek), Proposed Linkage 3, and Existing Core C (Lake Mathews/Estelle Mountain). Key planning species potentially located within Proposed Core 1 are Coastal California Gnatcatcher, Cactus Wren, Tri-colored Blackbird, Southwestern Willow Flycatcher, Munz's onion, and many-stemmed dudleya.

The total target acreage for Proposed Core 1 is approximately 7,740 acres. The proposed Project meets the reserve assembly and cores/linkages connectivity goals for Proposed Core 1 by being consistent with the goals and objectives of its local Cell Group (Cell Group J of the Estelle Mountain/Indian Canyon Subunit of the Elsinore Area Plan). Project development will not impede the completion of Proposed Core 1, as the conservation acreage goals for Cell Group J have already been met.

The Project Site is located within Subunit 1, Estelle Mountain/Indian Canyon. The target acreage for Additional Reserve Lands within Subunit 1 is 4,100 to 6,030 acres. Planning species within Subunit 1 include Bell's Sage Sparrow, Coastal California Gnatcatcher, Cooper's Hawk, Least Bell's Vireo, Loggerhead Shrike, Mountain Quail, Southwestern Willow Flycatcher, White-tailed Kite, Yellow-breasted Chat, Yellow Warbler, bobcat, mountain lion, Stephen's kangaroo rat, many-stemmed dudleya, and Munz's onion.

There are 10 Biological Issues and Considerations pertinent to Subunit 1, including:

1. Provide connection between the Santa Ana Mountains, the Temescal Wash, and the foothills

- north of Lake Elsinore (Estelle Mountain, Sedco Hills); existing connections appear to be at Indian Canyon, Horsethief Canyon, and open upland areas southwest of Alberhill.
2. Conserve wetlands including Temescal Wash.
  3. Conserve clay soils supporting many-stemmed dudleya and Munz's onion.
  4. Conserve foraging habitat for raptors, providing a sage scrub-grassland ecotone.
  5. Maintain Core Area for bobcat.
  6. Maintain Core and Linkage Habitat for mountain lion east of I-15.
  7. Maintain Core and Linkage Habitat for Stephens' kangaroo rat east of I-15.
  8. Maintain Core and Linkage Habitat for Quino checkerspot butterfly.
  9. Maintain connection to mountains to provide movement opportunities for Mountain Quail.
  10. Conserve habitats for Coastal California Gnatcatcher and other coastal sage scrub and chaparral species.

The proposed Project meets the connectivity and conservation goals for Subunits 1 and 2 by maintaining connectivity to Temescal Wash, and by providing no negative impacts to wetlands features within the Temescal Wash, located south of the Project site. The biological issues and considerations for Subunits 3 through 10 are not applicable as the Project site does not support suitable habitat for these referenced species. During the Habitat Assessment, the Soar Environmental biologist conducted specific surveys to determine the potential for the presence of Munz's onion and many-stemmed dudleya. The wildlife biologist reported that suitable habitat for each of these special-status species is not present within the Project site. Wildlife connectivity through the Project site has been heavily impacted by decades of continuous mining activities. The proposed Project would not provide further impacts to wildlife connectivity through the Project Site.

The MSHCP sets forth conservation criteria for each Cell Group within an area plan. The conservation criteria for Cell Group J states the following:

*Conservation within this Cell Group will contribute to assembly of Proposed Core 1. Conservation within this Cell Group will focus on coastal sage scrub, chaparral, grassland, riparian scrub, woodland and forest habitat. Areas conserved within this Cell Group will be connected to upland habitat proposed for conservation in Cell #3853 and #3855, and Cell Group O all to the south, to coastal sage scrub habitat proposed for conservation in Cell Group L to the east, to riparian habitat proposed for conservation in Cell Group I to the west, and to existing PQP Lands to the north and west. Conservation within this Cell Group will range from 75%-85% of the Cell Group focusing in the western and northern portions of the Cell Group. (MSHCP, Section 3.3.3, Table 3-4)*

Cell Group J is comprised of 12 cells totaling 1,920 acres. In accordance with the cell criteria, conservation acreage totals range from 1,440 to 1,632 acres (75% to 85%), primarily in the western and northern portions of Cell Group J. At this time, approximately 1,593 acres (83%) of land within Cell Group J is conserved under the Western Riverside County Regional Conservation Authority (RCA).

The Project site does not support the habitat types targeted for conservation within Cell Group J. RCA conserved lands immediately south of the Project site provide connectivity from Cell Group J to upland habitat in Cells #3853 and #3855. Other previously conserved lands within Cell Group J accomplish most connectivity goals for this cell, including connecting to Cell Group O to the south, Cell Group L to the east, and existing Public/Quasi-Public lands to the north and west. The Project accomplishes the final connectivity goal of Cell Group J criteria by not impacting riparian habitat connectivity to Cell Group I to the west.

The Project appears to be consistent with the MSHCP Cell Criteria, as the conservation acreage goals for Cell Group J have already been accomplished, and the Project does not conflict with the connectivity goals for Cell Group J. In order to be fully consistent with the MSHCP, the Project must comply with all regulations set forth in Section 6.1.4, Land Use Guidelines Pertaining to Urban/Wildlands Interface, of the MSHCP, included in **MM BIO-2**.

The Property Owner/Developer would be required to follow the Urban/Wildlands Interface Guidelines in Section 6.1.4 of the MSHCP to minimize urban/wildlands interface issues in the nearby Temescal Wash and conservation areas as outlined in **MM BIO-2** and Construction Best Management Practices from Volume I, Appendix C of the MSHCP as outlined in **MM BIO-3**. These include measures related to indirect impacts such as water quality (drainage), use of toxics, night lighting, indirect noise, invasive plant and wildlife species, protection of habitat areas (barriers), and grading/land development adjacent to habitat areas.

Trees in the survey area and immediate vicinity have potential to be used for nesting by the Least Bell Vireo. The noise and disturbance associated with construction may disturb a nesting Least Bell Vireo if present immediately adjacent to the project impact area. In accordance with **MM BIO-4**, If construction would be initiated during the Least Bell Vireo nesting season (generally between March 15-September 15), a pre-construction survey would be required to ensure that no Least Bell Vireo nests are impacted. If an active nest is present, construction may be temporarily restricted in the immediate vicinity of the nest until Least Bell Vireo nesting is complete.

Therefore, with implementation of the recommendations in the Habitat Assessment, consistent with the MSHCP and LEMC, **MM BIO-2, MM BIO-3, and MM BIO-4**, the Proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan and potential impacts would be less than significant.

**Mitigation Measures: MM BIO-2, MM BIO-3, and MM BIO-4**

Sources: Habitat Assessment (Appendix B), MSHCP JPR (Appendix C2), LEMC

## V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the California Code of Regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the California Code of Regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A Cultural Resources Desktop Review was completed to determine potential impacts to cultural resources associated with the development of the Proposed Project (Appendix D – *Cultural Resources Desktop Review of the Lake Street Storage Project*, Soar Environmental, November 2017).

*a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the California Code of Regulations?*

**Less Than Significant with Mitigation Incorporated:** The cultural resources desktop review included a historical records search conducted at the Eastern Information Center (EIC), which included the area of potential effects (APE) for the Proposed Project. The APE is defined by the Code of Federal Regulations (CFR) Section 800.16(d), as the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character of use of historic properties, if any such property exist. The cultural resources desktop review identified the APE for search purposes as a total of approximately 15-acres, of which, the entire Project Site is included. According to the results of the records search, no historical resources have been previously identified within the boundaries of the APE. A total of 14 cultural resource studies have been conducted within a half-mile radius of the project area, with two studies involving the project area and three studies providing overviews of cultural resources located within one half-mile of the project area. Additionally, six cultural resources have been previously documented outside of the boundaries of the project area, within a one half-mile radius. However, the Proposed Project would be limited to the boundaries of the Project Site and would not result in any alterations to the previously recorded historical resources.

In the event that cultural resources (including historical, archaeological, and tribal cultural resources) are inadvertently discovered during ground-disturbing activities, **MM CUL-1** requires work to be halted within 100 feet of the discovery until it can be evaluated by a qualified 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. Construction activities may continue in other areas. If the discovery proves to be significant, additional work, such as data recovery excavation or resource recovery, may be warranted and would be discussed in consultation with the appropriate regulatory agency and/or tribal group. With implementation of **MM CUL-1**, potential impacts to historical resources would be less than significant.

**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.

Sources: Cultural Resources Desktop Review (Appendix D)

*b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the California Code of Regulations?*

**Less Than Significant with Mitigation Incorporated:** Soar Environmental performed a records search at the Eastern Information Center (EIC), which included the area of potential effects, as shown in Appendix D. According to the results of the records search, no cultural resources have been previously identified within the boundaries of the Project Site. Six cultural resources have been previously documented outside of the boundaries of the project area, within a one half-mile radius. However, the Proposed Project would be limited to the boundaries of the Project Site and would not result in any alterations to the previously recorded cultural resources. Additionally, due to the high ground disturbing nature of the previous gravel mining operations on the Project Site, the possibility of finding buried cultural deposits on-site is very low.

Soar Environmental requested a Sacred Lands File (SLF) records search from the Native American Heritage Commission (NAHC), who responded indicating that no known resources were within the project area. Soar Environmental prepared consultation invitation letters to the Native American Tribes on the NAHC list that were mailed on November 6, 2017. The City prepared consultation invitation letters to the Native American Tribes on the City's AB52 consultation list that were mailed on March 18, 2019. The City received a response from three tribes, and a summary of the consultation is provided in Section XVIII, Tribal Cultural Resources.

Based on the record searches performed by the NAHC and the EIC, no cultural resources are present on the Project Site, which has been highly disturbed as an active gravel mine. The possibility of finding buried cultural deposits on the Project Site are very low and no further archaeological studies are necessary.

In the event that cultural resources (including historical, archaeological, and tribal cultural resources) are inadvertently discovered during ground-disturbing activities, **MM CUL-1** has been included to require work to be halted within 100 feet of the discovery until it can be evaluated by a qualified 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. Construction activities may continue in other areas. If the discovery proves to be significant, additional work, such as data recovery excavation or resource recovery, may be warranted and would be discussed in consultation with the appropriate regulatory agency and/or tribal group. With implementation of **MM CUL-1**, potential impacts associated with archeological resources would be less than significant.

**Mitigation Measures: *Unanticipated Resources*.** Defined in Section V.a. above.

Sources: Cultural Resources Desktop Review (Appendix D)

*c) Disturb any human remains, including those interred outside of formal cemeteries?*

**Less Than Significant with Mitigation Incorporated:** The Project Site was subject to high levels of disturbance during its operation as a gravel mine, and the possibility of finding human remains is very low. In the unexpected event human remains are found, those remains would require proper treatment, in accordance with applicable laws. Procedures of conduct following the discovery of human remains on non-federal lands have been mandated by California Health and Safety Code (CHSC) §7050.5, PRC §5097.98 and the California Code of Regulations (CCR) §15064.5(e). According to the provisions in CEQA, should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The County Coroner would be immediately notified. The Coroner must then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC), who would, in turn, notify the person they

identify as the most likely descendent (MLD) of any human remains. Further actions would be determined, in part, by the desires of the MLD. The MLD has 48 hours from being allowed access to the Project Site to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC. Thus, with adherence to existing regulatory requirements and implementation of mitigation measure **MM CUL-2**, the Project is not anticipated to disturb any human remains. Therefore, impacts are less than significant with mitigation.

**Mitigation Measures:**

**MM CUL-2: *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).

Sources: Cultural Resources Desktop Review (Appendix D), City of Lake Elsinore

## VI. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

An energy resources analysis was completed to determine potential impacts to energy resources associated with the development of the Proposed Project (Appendix E – *Consumption of Energy Resources Analysis, Lake Street/I-15 Property Project, City of Lake Elsinore*, Vista Environmental, October 2019). The results of the analysis are based on CalEEMod version 2016.3.2.

The Proposed Project would impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. Appendix E includes a discussion of the potential energy impacts of the Proposed Project, with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources is found in Appendix E.

*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:**

#### **Construction Energy**

The construction activities for the Proposed Project would include grading of the Project Site, building construction and application of architectural coatings to the proposed buildings, and paving of the proposed parking lot and driveways. The Proposed Project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, as well as delivery and haul truck trips (e.g. hauling of demolition material to off-site reuse and disposal facilities);
2. Electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,

3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

### Construction-Related Electricity

During construction the Proposed Project would consume electricity to construct the new building and infrastructure. Electricity would be supplied to the Project Site by Southern California Edison and would be obtained from the existing electrical lines in the vicinity of the Project Site. The use of electricity from existing power lines rather than temporary diesel or gasoline powered generators would minimize impacts on energy use. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the Proposed Project would require limited electricity consumption that would not have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Since the Project Site already has electrical service, it is anticipated that only nominal improvements would be required to Southern California Edison distribution lines and equipment with development of the Proposed Project. Where feasible, the new service installations and connections would be scheduled and implemented in a manner that would not result in electrical service interruptions to other properties. Compliance with City's guidelines and requirements would ensure that the Proposed Project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with grading, construction, and development. Construction of the Proposed Project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

### Construction-Related Natural Gas

Construction of the Proposed Project would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, so there would be no demand generated by construction. Since the Project Site is in a developed community that has natural gas line in the vicinity of the Project Site, construction of the Proposed Project would be limited to installation of new natural gas connections within the Project Site if any are required for the Proposed Project. Development of the Proposed Project would not require extensive infrastructure improvements to serve the Project Site. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, the Proposed Project would notify and coordinate with SoCalGas to identify the locations and



depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

#### Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the Project Site and on-road automobiles transporting workers to and from the Project Site and on-road trucks transporting equipment and supplies to the Project Site.

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions detailed in Appendix E, which found that the off-road equipment utilized during construction of the Proposed Project would consume 55,387 gallons of fuel. The on-road construction trips fuel usage was calculated through use of the construction vehicle trip assumptions and fuel use assumptions detailed in Appendix E, which found that the on-road trips generated from construction of the Proposed Project would consume 54,033 gallons of fuel. The combined fuel used from off-road construction equipment and on-road construction trips for the Proposed Project would result in the consumption of 59,908 gallons of fuel. Construction activities associated with the Proposed Project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. Construction activities for the Proposed Project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources because of the State and SCAQMD regulations. Therefore, potential impacts regarding transportation energy would be less than significant.

Development of the Proposed Project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the Proposed Project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete; however, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. Therefore, potential impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction would be less than significant.

#### **Operational Energy**

The on-going operation of the proposed RV and boat storage facility and convenience market and gas station would require the use of energy resources for multiple purposes including, but not limited to, gas pumps, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment and vehicle trips.

### Operations-Related Electricity

Operation of the Proposed Project would result in consumption of electricity at the Project Site. Appendix E determines the Proposed Project would consume 1,029,334 kilowatt-hours per year of electricity. The Proposed Project would comply with all Federal, State, and City requirements related to the consumption of electricity, including but not limited to, CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards*. The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed buildings, including enhanced insulation, use of energy efficient lighting and appliances as well as requiring a variety of other energy-efficiency measures to be incorporated into all of the proposed structures. Therefore, the Proposed Project would be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be enough to support the Proposed Project's electricity demand and impacts related to electrical supply and infrastructure capacity would be less than significant.

### Operations-Related Natural Gas

Operation of the Proposed Project would result in increased consumption of natural gas at the Project Site. As detailed in Appendix E, the Proposed Project would consume 366 MBTU per year of natural gas. The Proposed Project would comply with all Federal, State, and City requirements related to the consumption of natural gas, including but not limited to, CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards*. The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed structures, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the Proposed Project would be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the Proposed Project's natural gas demand and impacts related to natural gas supply and infrastructure capacity would be less than significant.

### Operations-Related Transportation Energy

Operation of the Proposed Project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. Appendix E states the Proposed Project would consume 124,320 gallons of transportation fuel per year. The Proposed Project would comply with all Federal, State, and City requirements related to the consumption of transportation energy, including but not limited to, California Code of Regulations Title 24, Part 11 *California Green Building Standards* which require all new parking lots provide preferred parking for clean air vehicles. Therefore, the Proposed Project would be designed and built to minimize transportation energy through the promotion of the use of electric-powered vehicles and it is anticipated existing and planned capacity and supplies of transportation fuels would be sufficient to support the Proposed Project's demand and impacts related to transportation energy supply and infrastructure capacity would be less than significant.

The Proposed Project would comply with regulatory compliance measures outlined by the State and City related to Air Quality, Greenhouse Gas Emissions (GHG), Transportation/Circulation, and Water Supply. Additionally, the Proposed Project would be constructed in accordance with all applicable City Building and Fire Codes which require efficiency and energy conservation. Therefore, potential impacts associated with the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: Energy Impact Analysis (Appendix E).

*b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

**Less Than Significant Impact:** The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The applicable energy plan for the proposed project is the *City of Lake Elsinore General Plan*, adopted December 13, 2011 as summarized in Table 9 – *Proposed Project Compliance with Applicable General Plan Energy Policies*.

**Table 9 – Proposed Project Compliance with Applicable General Plan Energy Policies**

Policy No.	General Plan Policy	Proposed Project Implementation Actions
12.1	Coordinate with the utility agencies to provide for the continued maintenance, development and expansion of electricity, natural gas, and telecommunications systems to serve residents and businesses.	<b>Consistent.</b> The project applicant has received “Will Serve” letters from Southern California Edison and SoCal Gas verifying that the energy utilities are able to accommodate the additional demand for service.
12.2	Encourage developers to contact Southern California Edison early in their planning process, especially for large-scale residential and non-residential development or specific plans, to ensure the projected electric loads for these projects are factored into SCE’s load forecasts for the community.	<b>Consistent.</b> The project applicant has informed Southern California Edison of the proposed project.
12.3	Encourage developers to incorporate energy efficient design measures into their projects and pursue available energy efficiency assistance programs from SCE and other utility agencies	<b>Consistent.</b> The proposed project is required to be design to meet the Title 24 Part 6 Building Energy Efficiency Standards that require the incorporation of energy efficient building features. The City requires a Title 24 report to be completed that shows compliance with the current Title 24 requirements, prior to issuance of a building permit.

Source: City of Lake Elsinore, 2011.

As shown in Table 9, the Proposed Project would be consistent with all applicable energy-related policies from the General Plan. Therefore, potential impacts associated with obstructing a state or local plan for renewable energy or energy efficiency would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: Energy Impact Analysis (Appendix E), General Plan (2011).

## VII. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Geotechnical Feasibility Study was completed to determine potential impacts to geology and soils associated with the development of the Proposed Project (Appendix F – *Feasibility Study Proposed RV Storage Facility*, Southern California Geotechnical, January 2017).

A Report of Mass Grade Compaction Testing was completed to address geotechnical conditions for final foundation design minimums for proposed structures of the Proposed Project (Appendix G – *Report of Mass Grade Compaction Testing*, South Shore Testing & Environmental, May 2018)



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:** According to the California Earthquake Hazards Zone map, the nearest fault zones to the Project Site are the Alberhill and Glen Ivy North fault zones which are located approximately 1.6 miles to the southwest. Although the Project Site is not within an Earthquake Fault Zone, it is in a seismically active area of Southern California. The type and magnitude of seismic hazards that may affect the Project Site are dependent on both the distance to causative faults and the intensity and duration of the seismic event. Although the probability of primary surface rupture is considered low, ground shaking hazards caused by earthquakes along regional active faults do exist and are accounted for in the design and construction of the proposed structures. Structures proposed for the Project Site would be constructed to the standards prescribed by the California Building Code (CBC), which would reduce risks associated with seismic activity. Therefore, potential impacts associated with people or structures from a surface rupture would be less than significant

**Mitigation Measures:** No mitigation measures are required.

Sources: California Earthquake Hazards Zone Application (accessed July 16, 2019), General Plan, Geotechnical Feasibility Study (Appendix F)

ii) *Strong seismic ground shaking?*

**Less Than Significant Impact:** The Project Site is situated in a seismically active area that has historically been affected by generally moderate to occasionally high levels of ground motion. The Project Site lies in relative close proximity to several seismically active faults; therefore, during the life of the proposed improvements, the City and surroundings also have the potential to experience significant ground shaking as a result of seismic activity on a number of the Peninsular Ranges' other active faults as shown in Section 3.11 - *Geology & Soils* of the Lake Elsinore General Plan EIR. The Proposed Project would be designed and constructed in accordance with seismic design requirements of the current California Building Code (CBC), which would address potential impacts related to potential ground shaking. Therefore, potential impacts associated with strong seismic ground shaking would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR, Geotechnical Feasibility Study (Appendix F)

*iii) Seismic-related ground failure, including liquefaction?*

**Less Than Significant Impact** Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and grain size characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Liquefaction potential is greater in saturated, loose, poorly graded fine sands. Clayey soils or soils which possess clay particles in excess of 20-percent are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table. According to Appendix F, the Project Site has a low to moderate potential for liquefaction as groundwater is expected to be greater than 30 feet below the existing site grades, and soil materials are dense alluvium, older alluvium, and bedrock. Prior to the issuance of a grading permit, the Property Owner/Developer of the Proposed Project would be required to submit grading and foundation plans to the City for review to demonstrate compliance with the City's grading requirements as well as any applicable recommendations contained in the geotechnical feasibility study. The Proposed Project would be designed and constructed in accordance with CBC requirements which would reduce risks associated with liquefaction. Therefore, potential impacts to people or structures from liquefaction shaking would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: Geotechnical Feasibility Study (Appendix F), LEMC

*iv) Landslides?*

**Less Than Significant Impact:** Landslides result from the downward movement of earth or rock materials that have been influenced by gravity. In general, landslides occur due to various factors including steep slope conditions, erosion, rainfall, groundwater, adverse geologic structure, and grading impacts. The Project Site is generally flat and is surrounded by similar topography and no significant slopes are proposed as part of the Proposed Project's design. The California Department of Conservation GIS map does show a landslide overlay on the Project Site; however, the portions encompassed in the area showing the overlay include the Santa Ana Mountains. The California Department of Conservation GIS map does not show parcel-level specific data. The geotechnical feasibility study concludes there is no evidence of landslides or deep seeded slope instability for the Project Site; however, loose granular soils on sloping ground surfaces were observed and could be prone to superficial failures. The Proposed Project would involve newly constructed fill slopes, comprised of property compacted engineered fill, at inclinations of 2h:1v or less, which would possess adequate gross stability. Additionally, prior to the issuance of a grading permit, the Property Owner/Developer of the Proposed Project would be required to submit grading and foundation plans to the City for review to demonstrate compliance with the City's grading requirements as well as any applicable recommendations contained in the geotechnical feasibility study. The Proposed Project would be designed and constructed in

accordance with CBC requirements which would reduce risks associated with landslides. Therefore, potential impacts associated with landslides would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR, Riverside County GIS, Geotechnical Feasibility Study (Appendix F)

*b) Result in substantial soil erosion or the loss of topsoil?*

**Less Than Significant Impact:** The Project Site is previously disturbed and unimproved. Construction activity associated with development may result in wind driven soil erosion and loss of topsoil due to grading activities. However, all construction and grading activities would comply with City's grading ordinance (LEMC 15.04) using BMPs, including the use of fiber rolls, street sweeping, sandbag barriers, straw bale barriers, and storm drain inlet protection. The Proposed Project would implement BMPs to control project runoff and protect water quality, which would limit operational impacts as a result of the Proposed Project. Upon project completion, the Project Site would be developed with a RV/boat storage building and support facilities, service station and ancillary structures, paved surfaces, and landscaping, which would prevent substantial erosion from occurring. Therefore, potential impacts associated with soil erosion would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: LEMC, PWQMP (Appendix F)

*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:** Lateral spreading is caused by the lateral displacement of surficial blocks of sediment, as a result of liquefaction in subsurface layers. Lateral spreading is associated with areas prone to liquefaction. The Project Site has a low to moderate liquefaction susceptibility, with the moderate portion located on the western portion of the Project Site. The Project Site is generally flat and there is no substantial slope. The potential for other geologic hazards, such as seismically induced settlement, lateral spreading, and subsidence affecting the Project Site is considered low due to the shallow bedrock and the elevation of the Project Site.

The Proposed Project would be constructed in compliance with the recommendations in the geotechnical feasibility study and the CBC. Therefore, potential impacts associated with unstable soil would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: Geotechnical Feasibility Study (Appendix F)

- 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?*

**Less Than Significant Impact:** Based on the geotechnical feasibility study, the near-surface soils within the Project Site are generally anticipated to possess a Low expansion potential. High expansion soils were observed within fill soils located at only one trench location in the north-central portion of the Project Site. The Proposed Project would be constructed to the recommendations in the geotechnical feasibility study and to the standards prescribed by the CBC, as amended by the City. Therefore, potential impacts associated with expansive soils would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: Geotechnical Feasibility Study (Appendix F)

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

**Less Than Significant with Mitigation Incorporated:** The Proposed Project will be served by an onsite wastewater treatment system (OWTS). The Property Owner/Developer would be required to submit an OWTS report including a percolation test that measures water absorption of the soil to establish the dispersal system design. The OWTS shall be prepared by a qualified service provider (QSP) State Licensed Contractor with knowledge and competency in OWTS design, construction, operation, maintenance and monitoring and shall be submitted to the County of Riverside Department of Environmental Health. With implementation of **MM GEO-1**, potential impacts associated with associated with septic tanks or alternative wastewater disposal systems would be less than significant.

**Mitigation Measures:**

**MM GEO-1:** Prior to the issuance of a grading permit, the Property Owner/Developer shall submit to the County of Riverside Department of Environmental Health, a completed application for the onsite wastewater treatment system (OWTS) for review and approval. The an OWTS report shall be prepared by a Qualified service provider (QSP) State Licensed Contractor with knowledge and competency in OWTS design, construction, operation, maintenance and monitoring.

Sources: Project Description, RIVCOEH

- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**Less Than Significant Impact:** According to the Riverside County GIS database, the proposed Project is located within a paleontological sensitivity area of low potential. Previous operations on the Project Site involved those related to a gravel mine and processing plant, which resulted in substantial ground disturbance. There are no unique geologic features on the Project Site and the possibility of finding buried paleontological deposits on-site is very low. Therefore, potential impacts to a unique paleontological resource or unique geologic feature would be less than

significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: Riverside County GIS

## VIII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Greenhouse Gas Emissions Impact Analysis was completed to determine potential impacts to greenhouse gas emissions associated with the development of the Proposed Project (Appendix H – *Lake Street/I-15 Property Greenhouse Gas Analysis, City of Lake Elsinore, Urban Crossroads*, October 2019). The results of the analysis are based on CalEEMod version 2016.3.2.

### Construction Emissions

Construction activities associated with the Proposed Project would result in emissions of CO<sub>2</sub> and CH<sub>4</sub> from construction activities. The report *Lake Street/I-15 Property Air Quality Impact Analysis Report*, Urban Crossroads, Inc. (Appendix A) contains detailed information regarding construction activity.

For construction phase project emissions, GHGs are quantified and amortized over the life of the Proposed Project. To amortize the emissions over the life of the Proposed Project, the SCAQMD recommends calculating the total greenhouse gas emissions for the construction activities, dividing it by a 30- year project life then adding that number to the annual operational phase GHG emissions. Construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions.

### Operations Emissions

Operational activities associated with the Proposed Project would result in emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O from the following primary sources:

- Area Source Emissions (e.g. Landscape maintenance equipment)
- Energy Source Emissions (e.g. Combustion emissions)
- Mobile Source Emissions (e.g. Vehicles)
- Solid Waste
- Water Supply, Treatment and Distribution



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

**Less Than Significant Impact:** The Proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The Proposed Project would include construction of an 90,000 SF RV/boat storage building with ancillary office, support facilities for the RV/boat storage, a 3,528 SF service station and convenience store with fuel canopy and pumps, surface parking and drive aisles and landscaping.

The City of Lake Elsinore has not adopted its own numeric threshold of significance for determining impacts with respect to greenhouse gas (GHG) emissions. A screening threshold of 3,000 MTCO<sub>2</sub>e per year to determine if additional analysis is required is an acceptable approach for small projects. This approach is a widely accepted screening threshold used by the County of Riverside and numerous cities in the South Coast Air Basin and is based on the South Coast Air Quality Management District (SCAQMD) staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* ("SCAQMD Interim GHG Threshold"). The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required.

**Table 10 – Total Project Greenhouse Gas Emissions (Annual)**

Emissions Source	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> E
Annual construction-related emissions amortized over 30 years	41.84	0.01	0.00	41.99
Area	0.01	3.00E-04	0.00	0.01
Energy	347.50	0.01	3.16E-03	348.79
Mobile	1,741.57	0.14	0.00	1,745.14
Waste	25.14	1.49	0.00	62.28
Water Usage	136.89	1.00	0.02	169.28
<b>Total CO<sub>2</sub>E (All Sources)</b>	<b>2,367.48</b>			
<b>SCAQMD Threshold</b>	<b>3,000</b>			
<b>Threshold Exceeded?</b>	<b>No</b>			

Source: CalEEMod™ model output, See Appendix 3.1 for detailed model outputs.

Note: Totals obtained from CalEEMod™ and may not total 100% due to rounding.

Table results include scientific notation. *e* is used to represent *times ten raised to the power of* (which would be written as x 10<sup>b</sup>) and is followed by the value of the exponent

As shown in Table 10 – *Total Project Greenhouse Gas Emissions (Annual)*, the Proposed Project would result in approximately 622.35 MTCO<sub>2</sub>e per year from construction, area, energy, waste, and water usage. The Proposed Project has the potential to result in an additional 1,745.14 MTCO<sub>2</sub>e per year from mobile sources if the assumption is made that all vehicle trips to and from the Project Site are "new" trips resulting from the development of the Proposed Project. Table 10 shows the Proposed Project has the potential to generate a total of approximately 2,367.48 MTCO<sub>2</sub>e per year and would not exceed the SCAQMD's recommended numeric threshold of 3,000 MTCO<sub>2</sub>e. Therefore, potential impacts associated with greenhouse gas emissions would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: AQ and GHG Impact Analysis (Appendix A and Appendix H)

*b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

**Less Than Significant Impact:** The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. In 2006, California adopted AB 32, which requires the state to reduce statewide GHG emissions to 1990 levels by 2020, a reduction target that was introduced in EO S-3-05. In 2016, California adopted SB 32, which requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was introduced in EO B-30-15. AB 32 and SB 32 codified state targets and directed state regulatory agencies to develop rules and regulations to meet the targets; AB 32 and SB 32 do not stipulate project-specific requirements. Specific requirements are codified in rules and regulations developed by regulatory agencies such as CARB and SCAQMD, and local City actions such as the City of Lake Elsinore CAP.

The City's CAP, adopted in 2011, certified that the City's target is consistent with AB 32's 2020 goals. The City CAP ensures that the City will be providing local GHG reductions that will complement state efforts to reduce GHG emissions to the AB 32 target. The Proposed Project would not conflict with the applicable CAP reduction measures, as shown in Appendix H (p. 46-51) nor would it conflict with AB 32, SB 32, or ARB's *Scoping Plan*, as outlined in Appendix H (p. 51-54). Appendix H also discusses consistency with AB 32. Although the CAP was prepared prior to the adoption of SB 32, it is still an applicable plan.

Appendix H provides a list of the applicable reduction measures for new non-residential developments included in the Climate Action Plan and a project consistency analysis of each measure. Appendix H also includes a list of Proposed Project's consistency with AB 32. The Proposed Project would be consistent with the applicable local measures provided in the Climate Action Plan. Therefore, potential impacts associated with conflict with a plan, policy, or regulation to reduce greenhouse gas emissions would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: GHG Impact Analysis (Appendix H)

**IX. HAZARDS AND HAZARDOUS MATERIALS**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Phase I Environmental Site Assessment (ESA) was completed to determine potential impacts to hazards and hazardous materials associated with the development of the Project Site (Appendix I - *Phase I Environmental Site Assessment Report, 31000 Lake Street, Lake Elsinore, California 92530*, PIC Environmental Services, January 2017).

- 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:** During construction, there would be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc., as well as for the transport of the gas and diesel fuels to the Project Site. The proposed fuel storage tanks associated with the service stations would be required to follow specific protocols for handling, transporting, and storing the fuel onsite. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up would be enough to reduce potential impacts to less than significant.

The operation of the proposed RV and boat storage facility would not be expected to generate hazardous waste or create the routine transport, use, or disposal of hazardous materials. The use would be required to comply with the Lake Elsinore Municipal Code, including Chapter 14.08 – *Stormwater/Urban Runoff Management and Discharge Controls*.

The operation of the proposed convenience store would not be expected to generate hazardous waste or create the routine transport, use, or disposal of hazardous materials. The Proposed Project would involve the installation of Underground Storage Tanks (USTs) to serve the fueling station. Rule 461 of the South Coast Air Quality Management District (SCAQMD) governs the operation of gasoline stations and requires that all underground storage tanks are equipped with a “CARB certified” enhanced vapor recovery system, all fill tubes are equipped with vapor tight caps, all dry breaks are equipped with vapor tight seals, a spill box shall be installed to capture any gasoline spillage, and all equipment is required to be properly maintained per CARB regulations. All gasoline dispensing units are required to be equipped with a “CARB certified” vapor recovery system, the dispensing system components shall always maintain vapor and liquid tight connections and the breakaway coupling shall be equipped with a poppet valve that shall close when coupling is separated. Rule 461 also provides several additional requirements including detailed maintenance, testing, reporting and recordkeeping requirements for all gas stations.

The gas station would also be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. Sections 2729 through 2732 of the California Code of Regulations (CCR) provide requirements for the reporting, inventory, and release response plans for hazardous materials. These requirements establish procedures and minimum standards for hazardous material plans, inventory reporting and submittal requirements, emergency planning/response, and training. In addition, all regulated substance handlers are required to register with local fire or emergency response departments per the California Accidental Release Prevention Program (CalARP). Locally, this is overseen by the Riverside County Department of Environmental Health, Hazardous Materials Branch. The division reviews and approves an Emergency/Contingency Plan for regulated facilities. The plan outlines precautions and

procedures necessary to protect the facility from accidental release of hazardous materials and provides emergency remediation to minimize effects should an accidental spill occur. Annual updates and review of the plan are required to ensure compliance and adequacy. The Riverside County Department of Environmental Health, Hazardous Materials Branch administers the CalARP Program in the area. The CalARP Program was established to prevent accidental release of substances that pose the greatest risk of immediate harm to the public and the environment. The Program requires facilities to proactively prevent and prepare for chemical accidents. The proposed facility would be subject to Program requirements for regulated substances including preparation of a risk management plan (RMP) to include an off-site consequence analysis, compliance audit, certified program elements, and a seismic assessment. Existing risk management and response requirements would ensure potential risks associated with accidental releases of hazardous materials are minimized. Therefore, potential impacts associated with the risk of exposure of the public and/or the environment to hazardous waste, either used or transported on site, would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

*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:** The Proposed Project would be required to comply with all applicable federal, state and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste during the construction phase to reduce the likelihood and severity of accidents during transit. Proper handling of the use and disposal of hazardous materials associated with the gas station would reduce the potential for exposure. Once the fuel storage tanks are constructed, there would be continued routine maintenance. Rule 461 of the South Coast Air Quality Management District (SCAQMD) governs the operation of gasoline stations and requires that all underground storage tanks are equipped with a “CARB certified” enhanced vapor recovery system, all fill tubes are equipped with vapor tight caps, all dry breaks are equipped with vapor tight seals, a spill box shall be installed to capture any gasoline spillage, and all equipment is required to be properly maintained per CARB regulations.

The operation of the proposed convenience store would not be expected to generate hazardous waste or create the routine transport, use, or disposal of hazardous materials. The operation of the proposed RV and boat storage facility would not be expected to generate hazardous waste or create the routine transport, use, or disposal of hazardous materials. The use would be required to comply with the Lake Elsinore Municipal Code, including Chapter 14.08 – Stormwater/Urban Runoff Management and Discharge Controls. The use of hazardous materials on the Project Site post-construction would consist of those commonly used in a residential setting for routine maintenance and cleaning. Proper handling of the use and disposal of hazardous materials would reduce the potential for exposure. Therefore, potential impacts associated with accidental release of hazardous materials into the environment would be less

than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: CCR, Code of Federal Regulations, Health and Safety Code

*c) Emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

**No Impact:** There are no existing or proposed schools within a quarter mile of the Proposed Project. The closest school site is Luiseno Elementary School, located approximately one mile to the southwest. As previously discussed, the Proposed Project would be required to comply with all applicable federal, state and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste during the construction phase to reduce the likelihood and severity of accidents during transit. Proper handling of the use and disposal of hazardous materials associated with the gas station would reduce the potential for exposure of any school in proximity to the Project Site to hazardous materials. Therefore, no impact associated with hazardous materials within one-quarter mile of a school would occur.

**Mitigation Measures:** No mitigation measures are required.

Sources: Google Maps

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

**Less Than Significant Impact:** Based on the California Department of Toxic Substances Control, EnviroStor Site/Facility Search, the Project Site is not included on a list of hazardous materials sites pursuant to Government Code Section 65962.5. The Project Site was not identified in the database search as a site of environmental concern. No evidence was observed that the Project Site has been adversely impacted by contamination and no evidence of recognized environmental conditions existing on the Project Site (Appendix I). Therefore, potential impacts associated with hazardous materials sites would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: Phase I ESA (Appendix I), CalEPA

*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 or excessive noise for people residing or working in the project area?*

**No Impact:** The Proposed Project is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, no impacts associated with safety hazards or excessive noise in proximity to an airport would occur.



**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan, Google Earth, Noise Impact Analysis (Appendix L)

*f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**Less Than Significant Impact:** The Proposed Project would be required to comply with all applicable fire code requirements for construction and access to the Project Site and as such, would be reviewed by the City Fire Department to determine the specific fire requirements applicable to ensure compliance with these requirements. This review would ensure that the Proposed Project would provide adequate emergency access to and from the Project Site. The City Engineer and the City Fire Department would review any modifications to existing roadways to ensure that adequate emergency access and/or emergency response would be maintained. The Proposed Project does not propose any changes that would impact the City's Emergency Preparedness Plan or the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan. Therefore, potential impacts associated with interference with an adopted emergency response or evacuation plan would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR

*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:** According to the California Department of Forestry and Fire Protection and the City of Lake Elsinore General Plan EIR Figure 3.10-2 - *City of Lake Elsinore Wildfire Susceptibility*, the Project Site is in a Very High Fire Hazard Severity Zone. The Project Site is vacant and bounded by vacant land to the south and west and by I-15 to the north and northeast. The Proposed Project would be subject to the plan check process and would undergo a fire, life, and safety review by the City Fire Department to determine the specific fire requirements applicable to ensure compliance with Fire Department requirements. The Proposed Project would not involve the construction or operation of a use which involves open flame or a fire related use. The proposed site plan would include landscaped areas with irrigation to ensure vegetation does not dry out and become susceptible to immediate combustion. Therefore, potential impacts associated with wildland fires would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: California Department of Forestry and Fire Protection, General Plan EIR

**X. HYDROLOGY AND WATER QUALITY**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Preliminary Water Quality Management Plan (PWQMP) (Appendix J - *Preliminary Water Quality Management Plan*, Hunsaker & Associates Irvine, Inc., June 2019) was completed to determine potential impacts associated with hydrology and water quality.

- a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

**Less than Significant Impact:** The Santa Ana Regional Water Quality Control Board (SARWQCB) sets water quality standards for all ground and surface waters within the Project's region. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives). Construction of the Proposed Project would include grading, excavation, and other earthmoving activities that have the potential to cause erosion that could subsequently degrade water quality and/or violate water quality standards. As required by the Clean Water Act, the Proposed Project would comply with the Santa Ana Municipal Separate Storm Sewer (MS4) National Pollution Discharge Elimination System (NPDES) Permit. The NPDES MS4 Permit Program, which is administered in the project area by Riverside County and is issued by the Santa Ana Regional Water Quality Control Board (RWQCB), regulates storm water and urban runoff discharges from developments to natural and constructed storm drain systems in the City of Lake Elsinore. Since the Proposed 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 State Water Resources Control Board (SWRCB). The Construction General Permit requires implementation of a Storm Water Pollution Prevention Plan (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 Project Site, and adjacent roadways.

Development of the Project Site would add impervious surfaces through associated parking lot and parking, sidewalks, and drive aisles. By increasing the percentage of impervious surfaces on the Project Site, less water would percolate into the ground and more surface runoff would be generated. Paved areas and streets would collect dust, soil and other impurities that would then be assimilated into surface runoff during rainfall events. Operation of the Proposed Project has the potential to release pollutants resulting from replacing vacant land with roadways, walkways, and parking lots. These improvements may potentially impact water quality. However, according to the Project Specific Water Quality Management Plan (Appendix J), the impervious area would be 505,285 SF, or 80.5 percent impervious, and the balance of the Project Site, 123,926 SF or 19.5 percent, would be pervious with the use of landscape areas. All drainage flows would be captured by a subsurface infiltration/detention facility and the Proposed Project would preserve flow patterns of the existing site. The Preliminary WQMP has been submitted to the City Public Works Department for review. Prior to issuance of a grading or building permit, the Property Owner/Developer would be required to submit a final WQMP to the City for approval.

The Proposed Project incorporates site design, source controls and treatment control BMPs to address storm water runoff. The building rooftops shall drain back to landscape areas, where possible, for natural filtration. Most of the flows from the Project Site would occur over

impervious surfaces that discharge a proposed subsurface infiltration/detention facility. Infiltration and Bioretention BMPs are also included to treat storm water runoff before it leaves the Project Site. Therefore, potential impacts associated with violations of water quality or water discharge requirements would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: PWQMP (Appendix J)

*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:** According to General Plan EIR, the Project Site is located within the Lee Lake Groundwater Management Zone (GMZ). Since the City has a large amount of vacant land, 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 National Pollutant Discharge Elimination System (NPDES) permit and implement Best Management Practices (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, potential impacts associated with depletion of or interference with groundwater would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR, PWQMP (Appendix J)

*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 Proposed Project would preserve the existing drainage pattern on the Project Site. Per the PWQMP, the pre-project site drains southerly to Temescal Creek and westerly to Lake Street. Surface flows would be captured and flow to a subsurface infiltration/detention facility. The proposed site conditions would preserve flow patterns on-site. Therefore, development of the Proposed Project would not significantly alter the existing drainage pattern of the Project Site or increase the amount of runoff. The Proposed Project would not involve an alteration of the course of a stream or river. Erosion and siltation impacts potentially resulting from the Proposed Project would, for the most part, occur during the Proposed Project's site preparation and earthmoving phase. However, implementation of the NPDES permit requirements, as they apply to the Project Site, would reduce potential erosion,

siltation, and water quality impacts. Therefore, potential impacts associated with erosion or siltation would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: PWQMP (Appendix J)

*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:** The Proposed Project would not substantially alter the existing drainage pattern of the Project Site. In addition, the Proposed Project would not involve an alteration of the course of a stream or river. A subsurface infiltration/detention facility would be installed in Drainage Management Area (DMA) 1 and 2 to capture and treat runoff. Therefore, potential impacts associated with an increase in the rate or amount of surface runoff resulting in flooding would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: PWQMP (Appendix J)

*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;*

**Less Than Significant Impact:** The subsurface infiltration/detention facility in DMA 1 and 2 would retain and treat runoff from the Project Site. Non-structural BMPs such as activity restrictions, basin inspection, street sweeping, and common area landscape maintenance and litter control would also contribute towards runoff control and water quality protection. In addition, the Proposed Project would be required to comply with the NPDES permit requirements to reduce any potential water quality impacts. The Proposed Project would not create or contribute runoff water that would exceed the capacity of the drainage systems or provide additional sources of polluted runoff.

The amount of water runoff is not expected to exceed stormwater drainage capacity. The Property Owner/Developer shall prepare a SWPPP for construction activity associated with the Proposed Project. The SWPPP shall be maintained at the construction site for the entire duration of construction. The objectives of the SWPPP are to identify pollutant sources that may affect the quality of storm water discharge and to implement BMPs to reduce pollutants in storm water discharges during construction and post construction in compliance with NPDES. Projects that comply with NPDES standards would result in a less than significant impact. In addition, storm drains located within the City limits are maintained by the City as well as by the Riverside County Flood Control and Water Conservation District. Storm runoff within the City is generally intercepted by a network of City facilities and then conveyed into regional facilities. All downstream conveyance channels that would receive runoff from the Project Site are engineered and regularly maintained to ensure flow capacity. Therefore, potential impacts associated with

runoff would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR, PWQMP (Appendix J)

*iv. Impede or redirect flood flows?*

**Less Than Significant Impact:** According to the Federal Emergency Management Agency (FEMA), the western portion of the Project Site is within the special flood hazard area, Zone A, and the remainder of the Project Site is within a 1-percent annual chance flood hazard area, Zone X. The portion of the Project Site designated as Zone A is consistent with the City's designation of 100-year flood plain area according to the General Plan EIR. The Proposed Project is designed to include drainage basins that would reduce post-development runoff rates in accordance with the requirements of the City of Lake Elsinore and RCFCWCD. Because the Proposed Project has been designed to attenuate post-development runoff from the Project Site, Project-related runoff would not substantially increase the rate or amount of surface runoff in downstream areas in a manner that would result in flooding on- or off-site. Additionally, the Proposed Project would not impede or redirect flood flows. Therefore, potential impacts associated with flood flows would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: FEMA; PWQMP (Appendix J); General Plan EIR

*d) In flood, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

**Less Than Significant Impact:** According to the City's General Plan EIR, Figure 4.4 – *Hydrological Resources*, the western portion of the Project Site is within a 100-year flood hazard area. Appendix L details no change in drainage flows for the Project Site under the Proposed Project and that the Proposed Project would employ infiltration BMPs to retain the Proposed Project's BMP volume and also retain the difference in pre and developed condition project runoff, up to the 100-year event. Seiches are large waves generated in enclosed bodies of water in response to ground shaking. The Project Site is surrounded by a relatively flat area, albeit adjacent to the Temescal Wash. The wash lacks significant potential for a damaging seiche because of its seasonal water retention and shallow levels. The Project Site is located approximately 3.62 miles northwest of Lake Elsinore, which lacks significant potential for a damaging seiche because of its low depth, and presence of flood control devices constructed by the U.S. Army Corps of Engineers, including the berm fill at the southern end of the lake. The Project Site is located at least 24 miles from the ocean and approximately 1,230 feet above mean sea level (MSL). Due to the location of the Project Site, and topography of the surrounding locale, it is also not likely that mudflows would inundate the Project Site. Therefore, potential impacts associated with inundation by flood, tsunami, or seiche would be less than significant.

**Mitigation Measures:** No mitigation measures are required.



Sources: General Plan EIR

*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 Santa Ana Regional Water Quality Control Board (RWQCB). The RWQCB has developed a “Water Quality Control Plan” for the Santa Ana River Basin (herein, “Basin Plan”). 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 RWQCB and others that are necessary to achieve and maintain the water quality standards. The RWQCB 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 RWQCB ensures compliance with the Basin Plan through its issuance of National Pollutant Discharge Elimination System (NPDES) Permits, issuance of Waste Discharge Requirements (WDR), and Water Quality Certifications pursuant to Section 401 of the Clean Water Act (CWA). In conformance with these requirements, the Applicant has prepared a Preliminary WQMP (Appendix J), which demonstrates that the Proposed Project’s drainage plan would meet all 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 Proposed 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.

According to General Plan EIR, the Project Site is located within the Lee Lake Groundwater Management Zone (GMZ). Since the City has a large amount of vacant land, 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 National Pollutant Discharge Elimination System (NPDES) permit and implement Best Management Practices (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 Proposed Project would not conflict with any 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: General Plan EIR, PWQMP (Appendix J)

**XI. LAND USE AND PLANNING**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a) Physically divide an established community?*

**No Impact.** The Project Site is located within the Alberhill Ranch Specific Plan and is designated as Commercial/Specific Plan (C-SP). The Project site is surrounded by Commercial/Specific Plan (C-SP) to the north, Open Space to the north, and Suburban Village, Single Family Residential I (SFR I) and Golf Course/Open Space zoning designations to the south. The Proposed Project would subdivide an existing lot into four lots and construct commercial businesses on an undeveloped parcel surrounded by other vacant lots zoned for commercial, industrial, residential, and open space uses. The Project Site does not contain any existing residential or community structures and the property located to the south of the Project Site zoned for residential is currently vacant. The Proposed Project would not divide any established biological communities as analyzed in Section IV, Biological Resources. The Proposed Project would not include any changes to the existing circulation network that would divide an existing community. Therefore, no impacts associated with the division of an established community would occur.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR, Zoning Map, Alberhill Ranch Specific Plan

*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 Impact:** The Project Site is located within the Alberhill Ranch Specific Plan and is designated as Commercial/Specific Plan (C-SP). The C-SP designation provides for commercial retail and service uses, warehouses, manufacturing, offices, wholesale distribution, and similar and compatible uses. The Proposed Project, which includes a RV/boat storage facility with office, service station and convenience store, are all supportive and compatible uses with the other intended uses of the C-SP Land Use Designation. The proposed service station use is a permitted use in the C-SP designation, and RV/boat storage and outdoor vehicle storage are permitted subject to the approval of a Conditional Use Permit. The Proposed Project as designed meets all development standards as identified in the C-SP Land Use Designation, including but not limited to setbacks, building heights, parking spaces, drive aisles, and floor area ratio. Future buildout of proposed lots 3 and 4 must follow development standards set forth in the Alberhill

Ranch Specific Plan, and may require approval of entitlement, including, but not limited to, Conditional Use Permit, Commercial Design Review, and Environmental Review. The Proposed Project would be consistent with all applicable existing and planned land use policies and regulations of the Lake Elsinore Municipal Code, Alberhill Ranch Specific Plan, and General Plan. Therefore, potential impacts associated with conflict with a land use plan, policy or regulation would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR, General Plan Land Use Map, Zoning Map, Alberhill Ranch Specific Plan

## **XII. MINERAL RESOURCES**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The City submitted information to the California Department of Conservation (CDC) Division of Mine Reclamation for review and concurrence that the Project Site has been reclaimed and is suitable for development under the Surface Mining and Reclamation Act (SMARA). The letter of concurrence from the CDC is presented as Appendix K. (Appendix K – *Concurrence with the release of SMARA financial assurance Wyroc Lake Street Quarry*, CDC, July 2019).

*a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

**Less Than Significant Impact:** The County’s principal mineral resources include clay, limestone, iron ore, sand, and construction aggregate. As of 2010, six mines were active in the Lake Elsinore area, producing clay, stone/rock, and sand and gravel. Decomposed granite has also been mined in the Lake Elsinore area in recent years. According to Figure 3.12-1 of the General Plan EIR, the Project Site is located within the Mineral Resource Zone 3 Area (MRZ-3), or areas containing mineral deposits, the significance of which cannot be evaluated from available data. The City’s General Plan delineates mining operations areas by an overlay land use for mining purposes. The Project Site is within the Extractive Overlay of the General Plan Land Use Map. The Project Site was occupied from the early 1990s until recently by an aggregate processing and supply company. Aggregate materials were provided from on-site mining from the early 1990s until early 2000s, and recycling of used concrete and asphalt from off-site sources began in the early 2000s (Appendix I).

The Project Site’s land use designation is Commercial-Specific Plan (C-SP) as denoted by the Alberhill Ranch Specific Plan. According to Appendix K, the Project Site is considered reclaimed and is suitable for development per the City and the CDC. Therefore, potential impacts associated with the loss of availability of a known mineral resource that would be of value to the region and the residents of the state would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan, General Plan EIR, CDC Letter (Appendix K), Phase I ESA (Appendix I)

*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?*

**Less Than Significant Impact:** The City's General Plan delineates mining operations areas by an overlay land use for mining purposes. The Project Site is located within the Extractive Overlay; however, mineral extraction activity is an interim use which may ultimately transition to residential, commercial or other development in order to accomplish other goals of the general plan. The General Plan EIR, Section 4.5.2 states "mining activity is being phased out in accordance with approved permits". As stated above, the Project Site is considered reclaimed by both the City and state. The Proposed Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, potential impacts associated with loss of a mineral resource recovery site would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan, General Plan EIR, CDC Letter (Appendix K), Phase I ESA (Appendix I)

**XIII. NOISE**

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A Noise Impact Analysis was completed to determine potential impacts to noise associated with the development of the Proposed Project (Appendix L – *Lake Street/I-15 Property Noise Impact Analysis, City of Lake Elsinore, Urban Crossroads*, October 2019).

Since the Project Site is located adjacent to potentially suitable habitat areas for least Bell's vireo, to the east and south, project-related noise levels are also evaluated based on a residential 65 dBA Leq threshold established in the *LEAP 2018-02/Lake Street Storage Project MSHCP Consistency Findings*.

Existing noise levels south of the Project Site, adjacent to the potentially suitable habitat area, approach 67.8 dBA CNEL, largely influenced by existing traffic noise levels on I-15 and Lake Street. With the construction of the Proposed Project buildings, noise levels at this location would benefit from the barrier attenuation provided by the buildings themselves. The Federal Highway Administration (FHWA) indicates that a noise barrier is most effective when placed close to the noise source or receiver, and it must be high enough and long enough to block the path of the noise source. While not a continuous noise barrier, the proposed buildings would be expected to provide up to 4.5 dBA CNEL of barrier attenuation within the shadow zone of each building, or the area being shielded, based on guidance for the first row of intervening buildings provided by the Federal Transit Administration. Therefore, the Proposed Project buildings are anticipated to provide barrier attenuation for the sensitive habitat area south of the Project Site, where receiver locations are shielded by the buildings themselves.

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:** The Proposed Project would not expose persons to or generate noise levels in excess of standards established in the Lake Elsinore General Plan, LEMC Noise Ordinance, or applicable standards of other agencies. The following section calculates the potential noise emissions associated with the construction and operations of the Proposed Project and compares the noise levels to the City standards.

#### Construction-Related Noise

Construction activities for the Proposed Project are anticipated to include site preparation and grading of the 14.44-acre Project Site, building construction of the 90,000 SF RV and boat storage facility, with 24,000 SF of mezzanine, 12-vehicle fueling position gas station (6 fuel pumps) with fuel canopy and 3,528 SF convenience store, paving of the onsite roads and parking areas, and application of architectural coatings. Noise impacts from construction activities associated with the Proposed Project would be a function of the noise generated by construction equipment, including a combination of trucks, power tools, concrete mixers, and portable generators. Noise impacts from this equipment is impacted by equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities.

The nearest sensitive receptors to the Project include potentially suitable habitat areas as shown in Figure 22 – *Sensitive Receiver Locations*. Other sensitive land uses are located at greater distances than those identified in Appendix L and would experience lower noise levels than those identified in Figure 14 due to the additional attenuation from distance and the shielding of intervening structures.

Section 17.176.080(F)(1) of the City's Municipal Code restricts construction activities from occurring between the weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on weekends or holidays. Noise generated by the Proposed Project construction equipment would occur during the following phases of the Proposed Project: site preparation, grading, building constructions, paving, and architectural coating. The construction noise analysis illustrates that the highest construction noise levels would occur when construction activities take place at the closest point from primary project construction activity to each of the nearby receiver locations. Table 11 - *Unmitigated Construction Equipment Noise Level Summary* shows unmitigated construction noise levels are expected to range from 37.3 to 63.0 dBA  $L_{eq}$  at the potentially suitable habitat areas, and from 45.4 to 45.8 dBA  $L_{max}$  at receiver location R5 (e.g., non-noise sensitive general commercial use).

**Figure 22 - Sensitive Receiver Locations**



**Table 11 - Unmitigated Construction Equipment Noise Level Summary**

Receiver Location <sup>1</sup>	Land Use	Construction Stage Hourly Noise Level (dBA Leq)					
		Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Noise Levels <sup>2</sup>
R1	Habitat Area	37.3	37.3	41.3	39.0	40.6	<b>41.3</b>
R2		59.0	59.0	63.0	60.7	62.3	<b>63.0</b>
R3		53.8	53.8	57.8	55.5	57.1	<b>57.8</b>
R4		56.2	56.2	60.2	57.9	59.5	<b>60.2</b>
Receiver Location <sup>1</sup>	Land Use	Construction Stage Hourly Noise Level (dBA Leq)					
		Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Noise Levels <sup>2</sup>
R5	Gen. Comm.	45.5	45.5	45.8	45.4	45.8	<b>45.8</b>

<sup>1</sup> Noise receiver locations are shown on Figure 14 and Exhibit 11-A (Appendix L).

<sup>2</sup> Estimated construction noise levels during peak operating conditions.

To evaluate whether the Proposed Project would generate potentially significant short-term noise levels at off-site sensitive receiver locations, the 65 dBA Leq threshold for sensitive habitat areas and the City of Lake Elsinore stationary construction equipment noise level standard of 80 dBA L<sub>max</sub> are the acceptable construction noise thresholds at the nearby non-noise sensitive general commercial receiver locations (R5) since project construction would occur for greater than 10 consecutive days.

**Table 12 - Unmitigated Construction Equipment Noise Level Compliance**

Receiver Location <sup>1</sup>	Land Use Category	Highest Construction Activity Noise Levels (dBA) <sup>2</sup>		Threshold (dBA) <sup>3</sup>		Threshold Exceeded? <sup>4</sup>
		Leq	L <sub>max</sub>	Leq	L <sub>max</sub>	
R1	Habitat Area	41.3	-	65	-	No
R2	Habitat Area	63.0	-	65	-	No
R3	Habitat Area	57.8	-	65	-	No
R4	Habitat Area	60.2	-	65	-	No
R5	Gen. Comm.	-	45.8	-	80	No

<sup>1</sup> Noise receiver locations are shown on Figure 14 and Exhibit 11-A.

<sup>2</sup> Estimated construction noise levels during peak operating conditions, as shown on Table 11.

<sup>3</sup> Construction noise level thresholds by land use category.

<sup>4</sup> Do the estimated Project construction noise levels meet the construction noise level thresholds?

Table 12 - *Unmitigated Construction Equipment Noise Level Compliance* shows the highest construction noise levels at the potentially impacted receiver locations would range from 41.3 to 63.0 dBA Leq at the potentially suitable habitat areas and would satisfy the 65 dBA Leq threshold for sensitive habitat areas. Table 12 also shows that the noise levels of 45.8 L<sub>max</sub> at receiver location R5 (e.g., General Commercial land use) would satisfy the stationary construction equipment noise level standard of 80 dBA L<sub>max</sub>. Therefore, potential noise impacts associated with construction would be less than significant at all receiver locations.

### Operational-Related Noise

The operation of the Proposed Project may create onsite noise from roof-top air conditioning units, gas station activity, RV storage/parking activity, and vehicle washing (e.g., pressure washers) activity. Reference noise level measurements for operational noise sources are shown in Appendix L (p. 49). Figure 23 identifies the receiver locations and noise source locations of project-related operations noise levels.

Section 17.176.060(A) of the Municipal Code limits onsite noise sources to 65 dBA between 7:00 a.m. and 10:00 p.m. and 60 dBA between 10:00 p.m. and 7:00 a.m. Section 8.06.060(A) also provides residential noise standards; however, the nearest residential uses are located over one mile to the southeast and due to the distance, no noise impacts are anticipated to the nearby residential uses.

In order to determine the noise impacts from roof-top air conditioning units, gas station activity, RV storage/parking activity, and vehicle washing, reference noise measurements for each noise source are shown in Table 13 - *Daytime Operational Noise Level Compliance* and Table 14 - *Nighttime Operational Noise Level Contributions*, which show that the anticipated noise level from each source at the nearest offsite receptors during daytime and nighttime operation of the Proposed Project would not exceed thresholds.



**Figure 23 - Operational Noise Source and Receiver Locations**



**LEGEND:**

- Receiver Locations
- Roof-Top Air Conditioning Unit
- Pressure Washer
- Gas Station Activity
- RV Storage/Parking Lot Activity
- Parking Lot Vehicle Movements
- Distance from receiver to noise source (in feet)

**Table 13 - Daytime Operational Noise Level Compliance**

Receiver Location	Unmitigated Project Operational Noise Level (dBA) <sup>2</sup>		Measurement Location <sup>3</sup>	Reference Ambient Noise Levels (dBA) <sup>4</sup>		Combined Project and Ambient (dBA) <sup>5</sup>		Project Increase (dBA) <sup>6</sup>		Threshold (dBA) <sup>6</sup>	Threshold Exceeded? <sup>7</sup>
	Leq	L <sub>50</sub>		Leq	L <sub>50</sub>	Leq	L <sub>50</sub>	Leq	L <sub>50</sub>		
R1	46.2	-	L1	58.0	-	58.3	-	0.3	-	5.0	No
R2	47.0	-	L2	60.7	-	60.9	-	0.2	-	3.0	No
R3	58.1	-	L2	60.7	-	62.6	-	1.9	-	3.0	No
R4	56.7	-	L2	60.7	-	62.2	-	1.5	-	3.0	No
R5	-	45.7	L3	-	54.7	-	55.2	-	0.5	5.0	No

<sup>1</sup> See Figure 15 for the sensitive receiver locations.

<sup>2</sup> Total Project operational noise levels as shown on Appendix L, Table 10-3 (p.54).

<sup>3</sup> Reference noise level measurement locations as shown on Appendix L, Exhibit 5-A.

<sup>4</sup> Observed daytime ambient noise levels as shown on Appendix L, Table 5-1.

<sup>5</sup> Represents the combined ambient conditions plus the Project activities.

<sup>6</sup> The noise level increase expected with the addition of the proposed Project activities.

<sup>7</sup> FICON significance criteria as defined in Appendix L, Section 4, Table 4-1, based on the ambient noise level without the Project.

**Table 14 - Nighttime Operational Noise Level Contributions**

Receiver Location	Unmitigated Project Operational Noise Level (dBA) <sup>2</sup>		Measurement Location <sup>3</sup>	Reference Ambient Noise Levels (dBA) <sup>4</sup>		Combined Project and Ambient (dBA) <sup>5</sup>		Project Increase (dBA) <sup>6</sup>		Threshold (dBA) <sup>6</sup>	Threshold Exceeded? <sup>7</sup>
	Leq	L <sub>50</sub>		Leq	L <sub>50</sub>	Leq	L <sub>50</sub>	Leq	L <sub>50</sub>		
R1	46.2	-	L1	59.4	-	59.6	-	0.2	-	5.0	No
R2	47.0	-	L2	61.2	-	61.4	-	0.2	-	3.0	No
R3	58.1	-	L2	61.2	-	62.9	-	1.7	-	3.0	No
R4	56.7	-	L2	61.2	-	62.5	-	1.3	-	3.0	No
R5	-	45.7	L3	-	53.3	-	54.0	-	0.7	5.0	No

<sup>1</sup> See Figure 15 for the sensitive receiver locations.

<sup>2</sup> Total Project operational noise levels as shown on Appendix L, Table 10-3 (p.54).

<sup>3</sup> Reference noise level measurement locations as shown on Appendix L, Exhibit 5-A.

<sup>4</sup> Observed daytime ambient noise levels as shown on Appendix L, Table 5-1.

<sup>5</sup> Represents the combined ambient conditions plus the Project activities.

<sup>6</sup> The noise level increase expected with the addition of the proposed Project activities.

<sup>7</sup> FICON significance criteria as defined in Appendix L, Section 4, Table 4-1, based on the ambient noise level without the Project.

Tables 13 and 14 show that the project-related operational noise levels would satisfy the exterior noise level thresholds at all receiver locations and demonstrates that the Proposed Project would contribute a less than significant operational noise level increase over the existing ambient noise environment at all nearby sensitive receiver locations. Therefore, potential noise impacts associated with operation would be less than significant.



## Traffic

Traffic generated by the operation of the Proposed Project would influence the traffic noise levels in surrounding off-site areas. To quantify the traffic noise increases on the surrounding off-site areas, the changes in traffic noise levels on eight roadway segments surrounding the Project Site were calculated based on the change in the average daily traffic (ADT) volumes. The traffic noise levels provided in Appendix L are based on the traffic forecasts found in the *Lake Street / I-15 Property Traffic Impact Analysis* prepared by Urban Crossroads, Inc. (Appendix N). To assess the off-site noise level impacts associated with the proposed Project, noise contour boundaries were developed for Existing (2017), Existing plus Ambient (EA) 2018, EA plus Cumulative (EAC) 2018, and Horizon Year 2035 traffic conditions, which are detailed in Appendix L (p. 35-43). Appendix L concludes the project-related traffic noise level increases under all traffic scenarios would be less than significant. The Applicant prepared an addendum to the Traffic Impact Analysis (Appendix M) to address Caltrans comments in a January 8, 2019 Intergovernmental Review Letter to update the Opening Year analysis to 2019. The addendum found that the analysis in the Traffic Impact Analysis Addendum (Appendix M) was consistent with the analysis in the original Traffic Impact Analysis (Appendix N).

Therefore, potential impacts associated with the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established would be less than significant.

**Mitigation Measures:** No Mitigation Required.

Sources: Noise Impact Analysis (Appendix L), Addendum to the Traffic Impact Analysis (Appendix M), Traffic Impact Analysis (Appendix N), LEMC, General Plan

*b) Generation of excessive groundborne vibration or groundborne noise levels?*

**Less Than Significant Impact:** The Proposed Project would not expose persons to or generation of excessive groundborne vibration or groundborne noise levels. The following section analyzes the potential vibration impacts associated with the construction and operations of the Proposed Project.

## Construction-Related Vibration Impacts

The construction activities for the Proposed Project are anticipated to include site preparation and grading of the 14.44-acre Project Site, building construction of the 90,000 SF RV and boat storage facility, with 24,000 SF of mezzanine, 12-vehicle fueling position gas station (6 fuel pumps) with fuel canopy and 3,528 SF convenience store, paving of the onsite roads and parking areas, and application of architectural coatings. The nearest off-site receptors to the Project Site are the potential habitat uses located as near as 71 feet east of the Project Site. There are additional habitat sensitive locations and a commercial location shown on Figure 14.

Section 17.176.080(G) of the City's Municipal Code restricts the operation of any device that creates a vibration which is above the vibration threshold of any individual at or beyond the

property boundary of the source. Since the City's Municipal Code does not provide a quantifiable vibration level, the threshold utilized is the Federal Transit Authority guidance detailed in Appendix L, Sections 6 and 11.

At distances ranging from 91 to 1,104 feet from project construction activities, construction vibration velocity levels would approach 0.013 in/sec (PPV), as shown on Table 15 - *Unmitigated Construction Equipment Vibration Levels*.

**Table 15 – Unmitigated Construction Equipment Vibration Levels**

Receiver Location <sup>1</sup>	Distance to Const. Activity (Feet)	Receiver PPV Levels (in/sec) <sup>2</sup>					RMS Velocity Levels (in/sec) <sup>3</sup>	Threshold (RMS)	Threshold Exceeded? <sup>4</sup>
		Small bulldozer (<80k lbs)	Jack-hammer	Loaded Trucks	Large Bulldozer (>80k lbs)	Peak Vibration (PPV)			
R1	1,104	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No
R2	91	0.000	0.005	0.011	0.013	0.013	0.009	0.01	No
R3	165	0.000	0.002	0.004	0.005	0.005	0.004	0.01	No
R4	125	0.000	0.003	0.007	0.008	0.008	0.006	0.01	No
R5	1,051	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No

<sup>1</sup> Receiver locations are shown on Figure X and Exhibit 11-A.

<sup>2</sup> Based on the Vibration Source Levels of Construction Equipment included on Table 6-6, Appendix X.

<sup>3</sup> Vibration levels in PPV are converted to RMS velocity using a 0.71 conversion factor identified in the Caltrans Transportation and Construction Vibration Guidance Manual, September 2013.

<sup>4</sup> Does the peak vibration exceed the maximum acceptable vibration threshold shown on Table 3-4?

To assess the human perception of vibration levels in PPV, the velocities are converted to RMS vibration levels based on the Caltrans *Transportation and Construction Vibration Guidance Manual* conversion factor of 0.71. Table 15 shows the construction vibration levels in RMS are expected to approach 0.009 in/sec (RMS) at the nearby receiver locations. Vibration levels at the closest sensitive receivers to the Project Site are unlikely to be sustained during the entire construction period, but rather would occur only during the times that heavy construction equipment is operating at the Project Site perimeter. Therefore, based on the vibration threshold of 0.01 in/sec and the duration of construction, potential vibration impacts associated with construction would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: Noise Impact Analysis (Appendix L), LEMC, General Plan

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 Proposed Project is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest private airport is McConville Airstrip, located approximately five miles southwest of the Project Site. Therefore, no impacts associated

with exposure of people residing or working in the Project area to excessive noise levels would occur.

**Mitigation Measures:** No mitigation measures are required.

Sources: Noise Impact Analysis (Appendix L)

#### **XIV. POPULATION AND HOUSING**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*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)?*

**No Impact:** The Proposed Project consists of the request to subdivide a 14.44-acre site into four parcels and development of a service station, convenience store, and ancillary improvements on Lot 1, RV/boat storage with ancillary office and ancillary improvements on Lot 2, parking lot and drive aisle on Lot 3, and no construction is proposed on Lot 4. The Proposed Project may directly induce growth through the addition of new businesses. The population is expected to increase from approximately 38,185 in the City in 2005 to 318,856 in the City and its sphere of influence in 2030. Residents who work within Lake Elsinore are primarily employed in services positions, manufacturing businesses, construction, and retail trade. The Proposed Project would provide employment opportunities for City residents. The Proposed Project would be consistent with the Commercial/Specific Plan (C-SP) land use designation contained in the Alberhill Ranch Specific Plan which is meant to provide area for office, retail commercial, and light industrial uses that are relatively free of nuisance or hazardous characteristic and to protect these areas from intrusion by residential and other inharmonious uses. The intent of the C-SP district is to reserve appropriate locations consistent with the General Plan for the aforementioned land uses. Therefore, no impacts associated with unplanned population growth would occur.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan Land Use Map, General Plan EIR, Project Description, Alberhill Ranch Specific Plan

*b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

**No Impact:** The Project Site is currently undeveloped and would be subdivided into four lots and developed with a service station, convenience store, RV/boat storage with ancillary office, and other site improvements such as paved parking area. In addition, the Project Site is designated

Commercial/Specific Plan (C-SP) per the Alberhill Ranch Specific Plan land use designation and is not intended for residential use. Therefore, the development of a commercial use on-site would not result in the displacement of substantial numbers of existing people or housing, which could necessitate the construction of replacement housing elsewhere. Therefore, no impacts associated with the displacement of substantial numbers of people or housing would occur.

**Mitigation Measures:** No mitigation measures are required.

Sources: Project Description, Zoning Map, Alberhill Ranch Specific Plan

**XV. PUBLIC SERVICES**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public services/facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

*a) Fire protection?*

**Less Than Significant Impact:** The City contracts for fire services from the Riverside County Fire Department and the California Department of Forestry and Fire Protection (CalFire). The nearest fire station is Station #85, located approximately 3.6 miles southwest of the Project Site as shown on Figure 3.14-1 of the General Plan EIR. The fire department currently serves the existing parcel and the proposed land is consistent with the Specific Plan and the General Plan. Therefore, the construction of the Proposed Project would not represent a significant increase fire service.

Chapter 16.74 of the City of Lake Elsinore Municipal Code establishes a program for the adoption and administration of development impact fees by the City for the benefit of the citizens whereby as a condition to the issuance of a building permit or certificate of occupancy by the City the Property Owner/Developer would be required to pay development impact fees or provide other consideration to the City for the purpose of defraying the costs of public expenditures for capital improvements (and operational services to the extent allowed by law) which would benefit such new development. Section 16.74.049 includes a "Fire facilities fee" to mitigate the additional burdens created by new development for City fire facilities. Since the Proposed Project does not propose new housing, any impacts would be considered incremental and can be offset through



the payment of the appropriate development impact fees. The Proposed Project would also be required to comply with all applicable fire code requirements for construction and access to the Project Site and as such, would be reviewed by the City Fire Department to determine the specific fire requirements applicable to ensure compliance with these requirements. The Proposed Project would not result in substantial adverse physical impacts related to fire protection. Therefore, potential impacts associated with fire protection would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR Figure 3.14-1 - *Police and Fire Stations*, LEMC

*b) Police protection?*

**Less Than Significant Impact:** Police protection services are provided by the Lake Elsinore Police Department (LEPD) under contract by the Riverside County Sheriff's Department (RCSD). The Lake Elsinore Police Department/Sheriff's Station is located at 333 Limited Avenue, approximately 6.6 miles southeast of the Project Site. Chapter 16.74 of the City's Municipal Code establishes a program for the adoption and administration of development impact fees by the City for the purpose of defraying the costs of public expenditures for capital improvements (and operational services to the extent allowed by law) which would benefit such new development. The Proposed Project would participate in this development impact fee program to mitigate impacts to police protection resources. Any potential impacts would be considered incremental and can be offset through the payment of the development impact fee. The Proposed Project would not result in substantial adverse physical impacts related to police protection. Therefore, potential impacts associated with police protection would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR Figure 3.14-1 Police and Fire Stations, LEMC

*c) Schools?*

**Less Than Significant Impact:** The Project Site is located within the Lake Elsinore Unified School District (LEUSD) which serves most of the City of Lake Elsinore, all of the cities of Canyon Lake and Wildomar, and a portion of unincorporated Riverside County as shown in Figure 3.14-3 of the General Plan EIR. The Property Owner/Developer would be required to pay school impact fees as levied by the LEUSD, which would provide funding for school facilities. This would apply to any potential future buildout of proposed lots 3 and 4 as well. Since the Proposed Project does not propose new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate development impact fees. The Proposed Project would not result in substantial adverse physical impacts related to schools. Therefore, potential impacts associated with schools would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

*d) Parks?*

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

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

As is consistent with all commercial projects, the Property Owner/Developer would be required to pay park fees to the City for the purpose of establishing, improving and maintaining park land within the City, which would apply to potential future buildout of proposed lots 3 and 4 as well. Since the Proposed Project does not propose new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate park fees. The Proposed Project would not result in substantial adverse physical impacts related to parks. Therefore, potential impacts associated with parks would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR, LEMC

*e) Other public services/facilities?*

**Less Than Significant Impact:** The City of Lake Elsinore is part of the Riverside County Library System. The nearest City of Lake Elsinore library to the Project Site is the Vick Knight Community Library at 32593 Riverside Drive, approximately 5.1 miles southeast of the Project Site. Section 16.34.060 in Chapter 16.34 (Required Improvements) of the City's Municipal Code requires that prior to the issuance of a building permit, the Property Owner/Developer pay fees for the purposes set forth in that section. Paragraph B of Section 16.34.060 describes the City's Library Mitigation Fee and states that an in-lieu fee for future construction of library improvements shall be paid to the City to assure the necessary library facilities are provided the community. Since the Proposed Project does not propose new housing, any impacts would be considered incremental and can 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 City's Municipal Code establishes a program for the adoption and administration of development impact fees by the City for the purpose of defraying the costs of public expenditures for capital improvements (and operational services to the extent allowed by law) which would benefit such new development. Section 16.74.048 includes an "Animal shelter facilities fee" to mitigate the additional burdens created by new development for animal facilities. In addition, the Property Owner/Developer would be required to pay City Hall & Public Works fees, Community Center Fees, and Marina Facilities Fees prior to the issuance of building permits, which would apply to potential future buildout of proposed lots 3 and 4 as well. Therefore, potential impacts associated with other public services and facilities would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR, LEMC

**XVI. RECREATION**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Less Than Significant Impact.** The City of Lake Elsinore Parks and Recreation Master Plan 2008 – 2030 establishes a goal of providing five acres of park space per 1,000 residents. The Proposed Project does not include elements (e.g., residential development) that would result in substantial increased demands for neighborhood or regional parks or other recreational facilities. Indirect impacts to park facilities from commercial development would be the occasional use of a park during a lunch or dinner break. As shown on Figure 3.15-1 – Parks of the General Plan EIR, there are no parks located within a half mile of the Project Site. Therefore, it is unlikely that the Proposed Project would increase the use of existing parks. As described in Section XIV(d), the Property Owner/Developer would be required to pay park fees to the City for the purpose of establishing, improving and maintaining parkland within the City, which would apply to potential future buildout of proposed lots 3 and 4 as well. Since the Proposed Project does not propose new housing, any impacts would be considered incremental and can be offset through the payment of the appropriate park fees. The Proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, potential impacts associated with parks or recreational facilities would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR Figure 3.15-1 - Parks

*b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

**No Impact.** The Proposed Project consists of the request to subdivide a 14.44-acre site into four parcels and development of a service station, convenience store, and ancillary improvements on Lot 1, RV/boat storage with ancillary office and ancillary improvements on Lot 2, parking lot and drive aisle on Lot 3, and no construction is proposed on Lot 4. The Property Owner/Developer would be required to pay park fees to the City for the purpose of establishing, improving and maintaining park land within the City, which would apply to potential future buildout of proposed lots 3 and 4. The Proposed Project does not include recreational facilities and does not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, no impacts associated with recreational facilities would occur.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR, Project Description, Alberhill Ranch Specific Plan

**XVII. TRANSPORTATION**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Traffic Impact Analysis was completed to determine potential impacts to traffic associated with the development of the Proposed Project (Appendix N - *Traffic Impact Analysis, Lake Street/I-15 Property, City of Lake Elsinore, CA, Urban Crossroads*, September 10, 2018).

An Addendum to the Traffic Impact Analysis was completed in response to comments from Caltrans Intergovernmental Review (IGR) (Appendix M – *Addendum to Traffic Impact Analysis, Lake Street/I-15, City of Lake Elsinore, CA*, David Evans and Associates, Inc. October 10, 2019).

On December 28, 2018, updates to the CEQA Guidelines were approved by the Office of Administrative Law (OAL). As part of the updates to the CEQA Guidelines, thresholds of significance for evaluation of impacts to transportation have changed. The CEQA Guidelines update eliminated the threshold of significance for evaluating impacts due to changes to air traffic patterns and consolidated the evaluation of impacts due to a conflict with adopted policies, plans, or programs into an analysis of impacts due to a conflict with programs, plans, ordinances, or policies addressing the circulation system (i.e., new Threshold a.). However, new Threshold b. of the CEQA Guidelines for Transportation and Traffic requires an evaluation of impacts due to Vehicle Miles Travelled (VMTs), instead of evaluating impacts based on Level of Service (LOS) criteria, as required by California Senate Bill (SB) 743. LOS has been used as the basis for determining the significance of traffic impacts as standard practice in CEQA documents for decades. In 2013, SB 743 was passed, which is intended to balance the need for LOS for traffic planning with the need to build infill housing and mixed-use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes-competing needs. At full implementation of SB 743, the California Governor’s Office of Planning and Research (OPR) is expected to replace LOS as the metric against which traffic impacts are evaluated, with a metric based on VMTs. As a component of OPR’s revisions to the CEQA Guidelines in December 2018,



lead agencies will be required to adopt VMT thresholds of significance by July 2020. At the time this Initial Study/MND was prepared, a VMT metric was not published by OPR, and the City of Lake Elsinore in its capacity as Lead Agency, as well as surrounding local agencies in which the Proposed Project's traffic would circulate, use LOS as the significance criteria for evaluating a project's traffic impacts. For this reason, a LOS metric and not a VMT metric is appropriately used in this Initial Study/MND.

## Trip Generation

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. Trip generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012) manual for the proposed land use (ITE Land Use Code 151 – Mini Warehouse combined with ITE Land Use Code 945 – Gasoline/Service Station w/Convenience Market) are shown in Table 16 – *Trip Generation Rates*. As shown on Table 17 – *Trip Generation Results* the proposed development is anticipated to generate a net total of approximately 2,426 trip-ends per day with 156 AM peak hour and 210 PM peak hour trips.

**Table 16 – Trip Generation Rates**

Land Use	ITE LU Code	Quantity <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Mini Warehouse	151	13.34 Acres	1.16	1.42	2.58	1.79	1.78	3.57	35.43
Gasoline/Service Station w/Convenience Market	945	12 VFP	5.08	5.08	10.1	6.76	6.75	13.5	162.7

**Table 17 – Trip Generation Results**

Land Use	ITE LU Code	Quantity	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Mini Warehouse	151	13.34 Acres	15	19	34	24	24	48	473
Gasoline/Service Station w/Convenience Market	945	12 VFP	61	61	122	81	81	162	1,953
Total			76	80	156	105	105	210	2,426

## Trip Distribution and Assignment

Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses

<sup>1</sup> AC = Acres; VFP = Vehicle Fueling Positions

and surrounding regional access routes are considered, to identify routes the Project traffic would use.

The Project trip distribution was developed based on anticipated travel patterns to and from the Project Site. The Project trip distribution patterns were developed based on an understanding of existing travel patterns in the area, the geographical location of the site, and the site's proximity to the regional arterial and state highway system. The Project trip distribution patterns for opening year traffic conditions are graphically depicted on Exhibit 4-1 (Appendix N). Exhibit 4-2 (Appendix N) illustrates the proposed Project trip distribution patterns under horizon year (2035) traffic conditions.

## **Existing Conditions**

### Roadway Classifications

Lake Street, Temescal Canyon Road, and Nichols Road are classified in the City of Lake Elsinore Circulation Element of the General Plan as Urban Arterial Highways, which are six lanes with a minimum right-of-way of 120-feet. These highways are primarily for through traffic where traffic volumes exceed four-lane capacities. Access from other streets or highways are limited to approximately one-quarter mile intervals.

Secondary Highways are four lanes with right-of-way of 90-feet. A Street east of Lake Street is classified as Secondary. Additional four-lane roads in the Alberhill Villages Specific Plan area include A Street, B Street, D Street, and Nichols Road west of Lake Street.

### Bicycle & Pedestrian Facilities

Bike lanes are included on Urban Arterial highways, Major Highways, and Secondary Highways, according to the City of Lake Elsinore Roadway Cross-Sections. The Alberhill Villages Specific Plan identifies bike lanes on A Street and discusses additional multi-use trails. There is a regional trail along the east side of the I-15 Freeway within the study area. An Historic Trail is shown along Lake Street. A Combination Trail (Regional and Class I Bikeway) is shown along Temescal Canyon Road. Class II bike lanes are shown for Lake Street, Temescal Canyon Road, and Nichols Road within the study area. Field observations conducted in May 2017 indicate nominal pedestrian and bicycle activity within the study area. There are limited pedestrian and bicycle facilities within the study area.

### Transit Service

The study area is served by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region. There are currently no existing bus routes that serve the roadways within the study area near the Project Site. RTA reviews transit service periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

## **Traffic Impact Analysis Study Area**

### Project Scenarios

- Existing (2017) Conditions (Baseline)
- Existing plus Project Conditions
- Existing plus Ambient plus Project (EAP) (2018) Conditions (updated to 2019)
- Existing plus Ambient plus Project plus Cumulative (EAPC) (2018) Conditions (updated to 2019)
- Horizon Year (2035), Without Project Conditions
- Horizon Year (2035), With Project Conditions

As a result of comments from Caltrans, the Existing plus Ambient plus Project (EAP) (2018) Conditions and Existing plus Ambient plus Project plus Cumulative (EAPC) (2018) Conditions were updated to 2019, which is reflected in the Addendum to the Traffic Study and the data presented in this section.

### Study Intersections

Eight intersections within the study area - five existing intersections and three future intersections denoted with an “\*” - within the City of Lake Elsinore and Caltrans Jurisdictions were analyzed.

1. Lake St. / I-15 NB Ramps (Jurisdiction: Caltrans, Lake Elsinore)
2. Lake St. / I-15 SB Ramps (Jurisdiction: Caltrans, Lake Elsinore)
3. Lake St. / Project Access (Jurisdiction: Lake Elsinore)
4. Lake St. / Temescal Cyn. Rd. (Jurisdiction: Lake Elsinore)
5. Lake St. / Nichols Rd. (Jurisdiction: Lake Elsinore)
6. Lake St. / A St. (Jurisdiction: Lake Elsinore)\*
7. Lake St. / B St. (Jurisdiction: Lake Elsinore)\*
8. Lake St. / D St. (Jurisdiction: Lake Elsinore)\*

The Existing plus Ambient plus Project (EAP) (2019) Conditions and Existing plus Ambient plus Project plus Cumulative (EAPC) (2019) Conditions analysis includes the study intersections numbered 1-5. The study intersections 6-7 were included in the Horizon Year (2035), Without Project Conditions and Horizon Year (2035), With Project Conditions. The intersection analysis included queuing analysis at the Project entry and nearby interchange area (including Lake Street at the I-15 Ramps and Lake Street at Project Access).

### Freeway Mainline Segments

1. I-15 Freeway – Northbound, South of Lake Street
2. I-15 Freeway – Northbound, Between Ramps
3. I-15 Freeway – Northbound, North of Lake Street
4. I-15 Freeway – Southbound, North of Lake Street
5. I-15 Freeway – Southbound, Between Ramps
6. I-15 Freeway – Southbound, South of Lake Street

### Freeway Ramp Junctions

1. I-15 Freeway – Northbound, Off-Ramp at Lake Street (Diverge)
2. I-15 Freeway – Northbound, On-Ramp at Lake Street (Merge)
3. I-15 Freeway – Southbound, Off-Ramp at Lake Street (Diverge)
4. I-15 Freeway – Southbound, On-Ramp at Lake Street (Merge)

### **Impact Analysis**

*a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facility?*

**Less Than Significant Impact with Mitigation Incorporated:** The following types of traffic deficiencies are significant under the California Environmental Quality Act (CEQA):

- When project traffic, when added to existing traffic, will deteriorate the LOS to below the target LOS.
- When cumulative traffic exceeds the target LOS.

To determine whether the addition of project traffic to the SHS freeway segments would result in a deficiency, the following will be utilized:

- The traffic study finds that the LOS of a segment will degrade from D or better to E or F.
- The traffic study finds that the project will exacerbate an already deficient condition by contributing 50 or more peak hour trips. A segment that is operating at or near capacity is deemed to be deficient.

### **Existing (2017) Conditions (Baseline)**

Information for Existing (2017) conditions is disclosed in Appendix N to represent the baseline traffic conditions as they existed at the time Appendix N was prepared.

#### *Intersections*

The intersection operations analysis results are summarized in Table 18 - *Intersection Analysis for Existing (2017) Conditions* which indicates that the existing study area intersections are currently experiencing acceptable operations during the peak hours except for Intersection #1 (Lake Street at I-15 NB Ramps). During the AM peak hour, Intersection #1 operates at LOS “F” for existing conditions:

**Table 18 – Intersection Analysis for Existing (2017) Conditions**

Intersection		Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Delay <sup>2</sup> (Secs)		Level of Service <sup>2</sup>	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Lake St. at I-15 NB Ramps	CSS	0.5	0.5	0	0	1	0	0	0	0	0	1!	0	>80	33.2	F	D
2	Lake St. at I-15 SB Ramps	CSS	0	1	0	0.5	0.5	0	0.5	0.5	1	0	0	0	22.3	25.4	C	D
3	Lake St. at Project Access	CSS	0	1	0	0.5	0.5	0	0	0	0	1	0	d	0.0	12.0	A	B
4	Lake St. at Temescal Canyon Rd.	TS	1	1	0	0	1	0	1	0	1	0	0	0	28.0	16.7	C	B
5	Lake St. at Nichols Rd.	TS	1	1	1	1	1	0	0	1!	0	0	1!	0	17.3	23.7	B	C
6	Lake St. at A Street		Intersection Does Not Exist															
7	Lake St. at B Street		Intersection Does Not Exist															
8	Lake St. at D Street		Intersection Does Not Exist															

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1! = Shared Left / Through / Right Turn Lane; d = Defacto Right Turn Lane

<sup>2</sup> Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service is calculated using Synchro 9.1 analysis software.

**BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

<sup>3</sup> TS = Traffic Signal; CSY = Cross-street Yield (implied); CSS = Cross-street Stop; AWS = All-Way Stop



### **Existing plus Project Conditions**

The Existing plus Project (E+P) analysis determines circulation system deficiencies that would occur on the existing roadway system in the scenario of the Project being placed upon Existing conditions.

E+P peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TIA. The intersection operations analysis results are summarized in Appendix N, Table 5-1. Table 19 – *Deficient Intersections in the E+P Condition* shows that two study area intersections are anticipated to operate at unacceptable LOS during the peak hours under E+P (2017) traffic conditions.

**Table 19 – Deficient Intersections in the E+P Condition**

ID	Intersection Location
1	Lake Street / I-15 Northbound Ramps – LOS F AM and PM peak hours
3	Lake Street / Project Access – LOS F AM and PM peak hours

Intersection #1 (Lake Street at I-15 NB Ramps) continues to experience deficient operations in the AM peak hour, consistent with Existing conditions. The PM peak hour also experiences deficient operations at this intersection for E+P conditions. Intersection #3 (Lake Street at Project Access) is projected to operate at LOS “F” in both the AM and PM peak hours without improvements for E+P conditions. The remaining existing intersections experience acceptable operations for E+P conditions. Two locally funded improvements (TRACT28214) were implemented in 2018/2019, which improved the LOS grade of Intersection #1 to an acceptable LOS. These improvements were a traffic signal at the intersection of Lake Street/I-15 NB Ramps (#1) and a separate northbound right turn lane and a separate southbound left turn lane at the intersection of Lake Street/I-15 SB Ramps (#2).

Caltrans requested that the EAP and EAPC be updated to reflect these improvements, which is what was analyzed in the Addendum to the Traffic Impact Analysis (Appendix M). The addendum found that the findings in the Traffic Impact Analysis (Appendix N) were still valid. Data from the Addendum is presented in the following sections.

### **Existing plus Ambient plus Project (EAP) (2018) Conditions (updated to 2019)**

The analysis determines the traffic impacts based on a comparison of the EAP traffic conditions to Existing Conditions (i.e., baseline conditions). To account for background traffic growth, an Ambient from Existing Conditions (Year 2017) of 2% annually, 4% growth to Year 2019, is included for EAP traffic conditions. Cumulative development projects are not included as part of the EAP analysis. For the purposes of this traffic analysis, the EAP scenario has been utilized to discern Project impacts consistent with the County of Riverside Traffic Study Guidelines.

### *Intersections*

The Existing plus Ambient plus Project Conditions Traffic Volumes are illustrated in Appendix M, *Exhibit C* and the intersection geometrics are illustrated in Appendix M, *Exhibit D*. The recently installed improvements to the intersections of Lake St. at I-15 Northbound Ramps and Lake Street at I-15 Southbound Ramps include the signalization of each intersection. Recently installed improvements at the intersection of Lake Street at I-15 Northbound Ramps include an exclusive northbound left turn lane and exclusive westbound left turn lane. Recently installed improvements at the intersection of Lake Street at I-15 Southbound Ramps include an exclusive northbound right turn lane and an exclusive southbound left turn.

An intersection capacity analysis for the Existing plus Ambient plus Project Conditions was performed using the methodology presented in Appendix N. The resulting LOS for the Existing plus Ambient Project Conditions of each of the intersections are shown in Table 20 - *Intersection Capacity Analysis (EAP)* shows that study intersections would operate at an acceptable LOS with the existing geometrics during the AM and PM peak hours, utilizing the left turn lane evaluated at the intersection of Lake Street at Project Access. Figure 12 - *Proposed Conceptual Geometric Plan* illustrates the exclusive southbound left turning lane included as design feature of the Proposed Project. Therefore, potential impacts associated with the intersection capacity under the Existing plus Ambient plus Project Conditions would be less than significant.

**Table 20 – Intersection Capacity Analysis (EAP)**

Intersection		AM		PM	
		Delay (1)	LOS (2)	Delay (1)	LOS (2)
1	Lake St. at I-15 NB Ramps	31.8	C	21.1	C
2	Lake St. at I-15 SB Ramps	8.2	A	29.5	C
3	Lake St. at Project Access	3.6	A	5.4	A
	Mitigation: Exclusive SB Left	5.5	A	6.0	A
4	Lake St. at Temescal Canyon Rd.	39.7	D	15.6	B
5	Lake St. at Nichols Rd.	25.7	C	34.9	C

(1) Delay – In Seconds

(2) LOS – Level of Service

(3) Un-signalized Intersection

Source: David Evans and Associates, Inc.

### *Queuing*

A queuing analysis for the Existing plus Ambient plus Project Conditions was performed at the Project entry and nearby interchange area (including Lake Street at the I-15 Ramps and Lake Street at Project Access). The 95th percentile maximum queue length results for the Existing plus Ambient plus Project Conditions for the turn lanes are shown in Table 21 – *Queuing Analysis (EAP)* and provided in Appendix M, *Attachment C*. As shown in Table 21, under Existing plus Ambient plus Project Conditions the existing and recommended turn bay lengths can accommodate the weekday AM or weekday PM peak 95<sup>th</sup> percentile traffic flows. Therefore, potential impacts associated with the queuing capacity under the Existing plus Ambient plus Project Conditions would be less than significant.

**Table 21 – Queuing Analysis (EAP)**

Intersection/Turn Storage Lane		Storage Length	AM (1)	PM (1)	AM (2)	PM (2)
1	Lake Street at I-15 NB Ramps NBL					
		280	200	108	-	-
2	Lake Street at I-15 SB Ramps EBR	280	192	422	-	-
	NBR	<b>(200)</b>	<b>73</b>	161	-	-
	SBL	150	51	64	-	-
3	Lake Street at Project Access SBL					
		<b>(125)</b>	-	-	105	139

Queue – In feet

**(XXX)** – Proposed Storage Length

(1) – Queuing Analysis completed with Existing Intersection Geometrics

(2) – Queuing Analysis completed with Proposed Design Feature Intersection Geometrics (Figure 12)

Critical Queue Length is denoted in **Bold** font

95% - 95 Percentile Queue Length

Source: David Evans and Associates, Inc.

### *Freeway Merge and Diverge Ramps*

The measure of effectiveness (reported in passenger cars per mile per lane) of freeway merging and diverging is calculated based on the existing number of travel lanes, number of lanes at the on and off ramps both at the analysis junction and at upstream and downstream locations (if applicable) and acceleration/deceleration lengths at each merge/diverge point. The LOS for the Existing plus Ambient plus Project Conditions of each Merge and Diverge Ramp location analyzed is presented in Table 22 - *Freeway Ramp Junction Analysis (EAP)*, which shows that under the Existing plus Ambient plus Project Conditions, the freeway ramps would operate at an acceptable LOS during the AM and PM peak hours. Therefore, potential impacts associated with the freeway ramp junctions under the Existing plus Ambient plus Project Conditions would be less than significant.

**Table 22 – Freeway Ramp Junction Analysis (EAP)**

Freeway Name/Ramp Junction		AM		PM	
		Density (1)	LOS (2)	Density (1)	LOS (2)
1	I-15 Freeway – Northbound, Off-Ramp at Lake Street (Diverge)	16.7	B	15.2	B
2	I-15 Freeway – Northbound, On-Ramp at Lake Street (Merge)	14.6	B	14.4	B
3	I-15 Freeway – Southbound, Off-Ramp at Lake Street (Diverge)	21.1	C	29.0	D
4	I-15 Freeway – Southbound, On-Ramp at Lake Street (Merge)	17.9	B	21.4	C

(1) Density – Highway Capacity Manual (pc/mi/ln)

(2) LOS – Highway Capacity Manual Level of Service

Source: David Evans and Associates, Inc.

### *Traffic Signal Warrant Analysis*

The intersection of Lake Street at Project Access meets the Peak Hour Volume-based Warrant 3 as a result of the AM and PM peak period volumes plotting a point above the rural areas curve in Figure 4C-4 (Appendix M) for the Existing plus Ambient plus Project Conditions. The traffic signal warrant worksheets are provided in Attachment D (Appendix M).

### **Existing plus Ambient plus Project plus Cumulative (EAPC) (2018) Conditions (updated to 2019)**

#### *Intersections*

The Existing plus Ambient plus Project plus Cumulative Conditions Traffic Volumes are illustrated in Exhibit G of Appendix M. An intersection capacity analysis for the Existing plus Ambient plus Project plus Cumulative Conditions was performed using the methodology presented Appendix N. The resulting LOS for the Existing plus Ambient plus Project plus Cumulative Conditions of each of the intersections are shown in Table 23 - *Intersection Capacity Analysis (EAPC)* which shows that under Existing plus Ambient plus Project plus Cumulative Conditions the study intersections are anticipated to operate at an acceptable LOS with the existing geometrics during the AM and PM peak hours. Figure 12 - *Proposed Conceptual Geometric Plan* illustrates the exclusive southbound left turning lane included as design feature of the Proposed Project. Therefore, potential impacts associated with the intersection capacity under the Existing plus Ambient plus Project Conditions plus Cumulative Conditions would be less than significant.

**Table 23 – Intersection Capacity Analysis (EAPC)**

Intersection		AM		PM	
		Delay (1)	LOS (2)	Delay (1)	LOS (2)
1	Lake St. at I-15 NB Ramps	34.1	C	21.3	C
2	Lake St. at I-15 SB Ramps	10.0	A	52.5	D
3	Lake St. at Project Access	3.7	A	5.4	A
	Project Design Feature: Exclusive SB Left	5.7	A	6.8	A
4	Lake St. at Temescal Canyon Rd.	48.4	D	17.7	B
5	Lake St. at Nichols Rd.	30.2	C	46.6	D

(1) Delay – In Seconds

(2) LOS – Level of Service

(3) Un-signalized Intersection

Source: David Evans and Associates, Inc.

#### *Queuing*

A queuing analysis for the Existing plus Ambient plus Project plus Cumulative Conditions was performed at the Project entry and nearby interchange area (including Lake Street at the I-15 Ramps and Lake Street at Project Access). Table 24 - *Queuing Analysis (EAPC)* shows that under Existing plus Ambient plus Project plus Cumulative Conditions the existing and recommended turn bay lengths can accommodate the weekday AM or weekday PM peak 95th percentile traffic flows. Therefore, potential impacts associated with the queuing capacity under the Existing plus Ambient plus Project plus Cumulative Conditions would be less than significant.

**Table 24 – Queuing Analysis (EAPC)**

Intersection/Turn Storage Lane		Storage Length	AM (1)	PM (1)	AM (2)	PM (2)
1	Lake Street at I-15 NB Ramps NBL					
		280	222	71	-	-
2	Lake Street at I-15 SB Ramps EBR	280	399	421	-	-
	NBR	<b>(200)</b>	<b>97</b>	198	-	-
	SBL	150	132	102	-	-
3	Lake Street at Project Access SBL					
		<b>(125)</b>	-	-	112	151

Queue – In feet

**(XXX)** – Proposed Storage Length

(1) – Queuing Analysis completed with Existing Intersection Geometrics

(2) – Queuing Analysis completed with Proposed Design Feature Intersection Geometrics (Figure 12)

Critical Queue Length is denoted in **Bold** font

95% - 95 Percentile Queue Length

Source: David Evans and Associates, Inc.

### *Freeway Merge and Diverge Ramps*

The Existing plus Ambient plus Project plus Cumulative Conditions Merge and Diverge Ramp Volumes are illustrated in Appendix M, *Exhibit I* using the methodology presented in Appendix N. The measure of effectiveness (reported in passenger cars per mile per lane) are calculated based on the existing number of travel lanes, number of lanes at the on and off ramps both at the analysis junction and at upstream and downstream locations (if applicable) and acceleration/deceleration lengths at each merge/diverge point. The resulting LOS for the Existing plus Ambient plus Project plus Cumulative Conditions of each Merge and Diverge Ramp location analyzed is presented in Table 25 - *Freeway Ramp Junction Analysis (EAPC)*, which shows that under the Existing plus Ambient plus Project plus Cumulative Conditions, all the freeway ramps are operating at an acceptable LOS D or better throughout the day. Therefore, potential impacts associated with freeway merge and diverge volumes under the Existing plus Ambient plus Project plus Cumulative Conditions would be less than significant.

**Table 25 - Freeway Ramp Junction Analysis (EAPC)**

Freeway Name/Ramp Junction		AM		PM	
		Density (1)	LOS (2)	Density (1)	LOS (2)
1	I-15 Freeway – Northbound, Off-Ramp at Lake Street (Diverge)	16.7	B	15.2	B
2	I-15 Freeway – Northbound, On-Ramp at Lake Street (Merge)	15.5	B	15.1	B
3	I-15 Freeway – Southbound, Off-Ramp at Lake Street (Diverge)	21.5	C	29.9	D
4	I-15 Freeway – Southbound, On-Ramp at Lake Street (Merge)	17.9	B	21.4	C

(1) Density – Highway Capacity Manual (pc/mi/ln)

(2) LOS – Highway Capacity Manual Level of Service

Source: David Evans and Associates, Inc.

### *Traffic Signal Warrant Analysis*

The intersection of Lake Street at Project Access meets the Peak Hour Volume-based Warrant 3 as a result of the AM and PM peak period volumes plotting a point above the rural areas curve in Figure 4C-4 (Appendix M) for the Existing plus Ambient plus Project plus Cumulative Conditions. The traffic signal warrant worksheets are provided in Attachment D (Appendix M).

### **Horizon Year (2035) Without Project Conditions**

The lane configurations and traffic controls assumed to be in place for Horizon Year conditions are shown in Appendix N, Exhibit 8-1:

- Two additional through lanes in each direction (northbound and southbound) on Lake Street throughout the study area (to 6 total lanes), including at all Lake Street study area intersections
- One additional through lane in each direction (eastbound and westbound) on Nichols Road (to 4 total lanes), with additional turn lanes for the Lake Street / Nichols Road intersection
- One additional through lane in each direction (eastbound and westbound) on Temescal Canyon Road (to 4 total lanes) , with additional turn lanes for the Lake Street / Temescal Canyon Road intersection
- Lake Street at I-15 Freeway interchange improvements, including new traffic signals at northbound and southbound interchange ramps, additional turn and through lanes, pursuant to Lake Street Alignment Study and shown on Exhibit 8-1
- Turn lane General Plan improvements consistent with Alberhill Villages Specific Plan for Lake Street / A Street, Lake Street / B Street, Lake Street / D Street

The concept layout of the Project Access for Horizon Year 2035 With Project conditions, including nearby intersections is shown in Appendix N, Exhibit 8-2. Two alternatives for the Project Access are shown: full access with traffic signal control, or no left out (with left in and right in/out) access with modified traffic signal control.



For the alternative that eliminates left turn out access, traffic signal control would be provided for the southbound left, northbound through/right, and westbound right turn movements. Southbound through vehicle flow would remain uncontrolled. This modified traffic signal control would provide gaps for southbound left turning vehicles to cross the northbound traffic lanes, while allowing maximum capacity for southbound through vehicles.

#### *Intersections*

LOS calculations were conducted for the study intersections to evaluate their operations under Horizon Year Without Project conditions with roadway and intersection geometrics consistent with Appendix N, *Section 8.1 Roadway Improvements*. As shown in Table 26 - *Intersection Analysis for Horizon Year (2035) Without Project Conditions*, no intersections would operate at a deficient LOS. Therefore, potential impacts associated with the intersection capacity under the Horizon Year Without Project Conditions would be less than significant.

**Table 26 – Intersection Analysis for Horizon Year (2035) Without Project Conditions**

#	Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Delay <sup>2</sup> (Secs)		Level of Service <sup>2</sup>	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Lake St. / I-15 NB Ramps – With Improvements <sup>4</sup>	<u>TS</u>	<u>2</u>	1	0	0	<u>2</u>	0	0	0	0	<u>1</u>	1!	0	38.5	30.8	D	C
2	Lake St. / I-15 SB Ramps – With Improvements <sup>4,5</sup>	<u>TS</u>	0	<u>2</u>	<u>1</u>	<u>1</u>	<u>2</u>	0	0.5	0.5	<u>2</u>	0	0	0	7.9	53.7	A	D
3	Lake St. / Project Access – With Improvements <sup>4</sup>	CSS	0	<u>3</u>	0	0.5	<u>2.5</u>	0	0	0	0	1	0	d	0.0	25.8	A	D
4	Lake St. / Temescal Cyn. Rd. – With Improvements <sup>4</sup>	TS	<u>2</u>	<u>3</u>	0	0	<u>3</u>	0	<u>2</u>	0	1	0	0	0	37.2	49.4	D	D
5	Lake St. / Nichols Rd. – With Improvements <sup>4</sup>	TS	1	<u>3</u>	<u>1&gt;&gt;</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>1&gt;</u>	32.6	44.9	C	D
6	Lake St. / A St. – With Improvements <sup>4</sup>	<u>TS</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>1&gt;</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	21.0	27.2	C	C
7	Lake St. / B St. – With Improvements <sup>4</sup>	<u>TS</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	12.4	10.0	B	A
8	Lake St. / D St. – With Improvements <sup>4</sup>	<u>TS</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	26.2	44.2	C	D

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1! = Shared Left / Through / Right Turn Lane; > = Right-Turn Overlap Phasing; >> = Free-Right Turn Lane; d = Defacto Right Turn Lane; 1 = Improvement

<sup>2</sup> Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service is calculated using Synchro 9.1 analysis software. **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

<sup>3</sup> TS = Traffic Signal; CSS = Cross-street Stop

<sup>4</sup> Improvements shown are consistent with the approved Alberhill Villages Specific Plan TIA (October 2015). Prepared by LLG Engineers.

<sup>5</sup> A 2nd eastbound right turn lane at this intersection is needed to serve the 2035 baseline without and with project conditions.

### *Freeway Merge/Diverge Analysis*

Ramp merge and diverge operations were evaluated for Horizon Year Without Project conditions and the results of this analysis are presented in Table 27 - *Freeway Ramp Junction Merge/Diverge Analysis for Horizon Year (2035) Conditions* which shows that all of the study area freeway merge and diverge ramp junctions would operate at deficient LOS, both with or without the Proposed Project (i.e., LOS E or worse).

**Table 27 – Freeway Ramp Junction Merge/Diverge Analysis for Horizon Year (2035) Conditions**

HORIZON YEAR (2035) WITHOUT PROJECT CONDITIONS											
Freeway	Direction	Ramp Location	Junction Type	Lanes on Freeway	Lanes on Ramp	Volume		Density <sup>1</sup>		LOS <sub>2</sub>	
						AM	PM	AM	PM	AM	PM
I-15 Freeway	NB	NB Off Ramp at Lake St.	Diverge	3	1	591	380	39.7	35.3	E	E
		NB On Ramp at Lake St.	Merge	3	1	1,430	1,063	43.1	38.3	E	E
	SB	SB Off Ramp at Lake St.	Diverge	3	1	525	1,304	28.5	49.7	D	F
		SB On Ramp at Lake St.	Merge	3	1	566	503	25.4	37.6	C	E
HORIZON YEAR (2035) WITH PROJECT CONDITIONS											
Freeway	Direction	Ramp Location	Junction Type	Lanes on Freeway	Lanes on Ramp	Volume		Density <sup>1</sup>		LOS <sub>2</sub>	
						AM	PM	AM	PM	AM	PM
I-15 Freeway	NB	NB Off Ramp at Lake St.	Diverge	3	1	610	406	39.9	35.4	E	E
		NB On Ramp at Lake St.	Merge	3	1	1,458	1,100	43.3	38.6	E	E
	SB	SB Off Ramp at Lake St.	Diverge	3	1	552	1,341	28.6	50.0	D	F
		SB On Ramp at Lake St.	Merge	3	1	586	529	25.5	37.8	C	E

1 Density calculated based on the Highway Capacity Manual (HCM) analysis; (pc/mi/ln) = passenger car per mile per lane

2 Level of service determined using HCS2010 : Ramps and Ramp Junction software, Version 6.65

BOLD = LOS E or F

### **Horizon Year (2035), With Project Conditions**

#### *Intersections*

Table 28 - *Intersection Analysis for Horizon Year (2035) With Project Conditions* summarizes peak hour LOS for Horizon Year with Project conditions. No additional study area intersections would experience unacceptable LOS (LOS E or worse) with the addition of Project traffic during one or more peak hours in addition to those previously identified under Horizon Year Without Project conditions.

**Table 28 – Intersection Analysis for Horizon Year (2035) With Project Conditions**

#	Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Delay <sup>2</sup> (Secs)		Level of Service <sup>2</sup>	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Lake St. / I-15 NB Ramps – With Improvements <sup>4</sup>	<u>TS</u>	<u>2</u>	1	0	0	<u>2</u>	0	0	0	<u>1</u>	1!	0	42.3	32.0	D	C	
2	Lake St. / I-15 SB Ramps – With Improvements <sup>4,5</sup>	<u>TS</u>	0	<u>2</u>	<u>1</u>	<u>1</u>	<u>2</u>	0	0.5	0.5	<u>2</u>	0	0	0	8.2	53.7	A	D
3	Lake St. / Project Access - Full Access at Project Entry - No Left-Out/Left-In at Project Entry <sup>6</sup>	<u>TS</u>	0	<u>3</u>	0	<u>1</u>	<u>3</u>	0	0	0	0	1	0	<u>1</u>	5.9	5.5	A	A
		<u>TS</u>	0	<u>3</u>	0	<u>1</u>	<u>3</u>	0	0	0	0	<u>0</u>	0	<u>1</u>	3.9	4.2	A	A
4	Lake St. / Temescal Cyn. Rd. – With Improvements <sup>4</sup>	TS	<u>2</u>	<u>3</u>	0	0	<u>3</u>	0	<u>2</u>	0	1	0	0	0	37.5	51.0	D	D
5	Lake St. / Nichols Rd. – With Improvements <sup>4</sup>	TS	1	<u>3</u>	<u>1&gt;&gt;</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>1&gt;</u>	32.6	44.9	C	D
6	Lake St. / A St. – With Improvements <sup>4</sup>	<u>TS</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>1&gt;</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	21.3	28.1	C	C
7	Lake St. / B St. – With Improvements <sup>4</sup>	<u>TS</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	12.7	10.1	B	B
8	Lake St. / D St. – With Improvements <sup>4</sup>	<u>TS</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	26.8	45.2	C	D

1) When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1! = Shared Left / Through / Right Turn Lane; > = Right-Turn Overlap Phasing; >> = Free-Right Turn Lane; d = Defacto Right Turn Lane; 1 = Improvement

2) Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service is calculated using Synchro 9.1 analysis software.

**BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

3) TS = Traffic Signal; CSS = Cross-street Stop

4) Improvements shown are consistent with the approved Alberhill Villages Specific Plan TIA (October 2015). Prepared by LLG Engineers.

5) A 2nd eastbound right turn lane at this intersection is needed to serve the 2035 baseline without and with project conditions.

6) With Modified Signal (SB through = Uncontrolled; SB Left & NB Through = Signal Controlled; and WB Right = Stop controlled).

### Queuing

The adequacy of turn bay lengths to accommodate vehicle queues for the Project entry and nearby interchange area (including Lake Street at the I- 15 Ramps and Lake Street at Project Access) were analyzed, as shown in Table 29 - *Left Turn Storage Lengths at Project Entry and Interchange Area for Horizon Year (2035) With Project Conditions*. Queuing lengths may be shorter than for EAPC conditions, as additional lanes are provided for Horizon Year conditions. As shown in Table 29, the recommended turn bay lengths can accommodate the weekday AM or weekday PM peak 95th percentile traffic flows for Horizon Year with Project traffic conditions. Therefore, potential impacts associated with queuing in the Horizon Year with Project Conditions would be less than significant.

**Table 29 – Left Turn Storage Lengths at Project Entry and Interchange Area for Horizon Year (2035) With Project Conditions**

Full Access at Project Entry									
ID	Intersection	Turning Movement Lane	Horizon Year (2035) With Project				Storage Length <sup>2</sup> (feet)	95th Percentile Queue Length Per Lane (feet)	
			AM	PM	Peak Hour	Volume/Lane		AM	PM
1	Lake St. / I-15 NB Ramps	NBL (2x)	1,290	779	AM	645	<u>525</u> <sup>3</sup>	260	103
2	Lake St. / I-15 SB Ramps	NBR SBL	553 33	406 123	AM PM	553 123	<u>200</u> <u>150</u>	48 65	95 121
3	Lake St. / Project Access	SBL	46	64	PM	64	<u>125</u>	76	102
No Left-Out/Left-In at Project Entry									
ID	Intersection	Turning Movement Lane	Horizon Year (2035) With Project				Storage Length <sup>2</sup> (feet)	95th Percentile Queue Length Per Lane (feet)	
			AM	PM	Peak Hour	Volume/Lane		AM	PM
1	Lake St. / I-15 NB Ramps	NBL (2x)	1,322	821	AM	661	<u>525</u> <sup>3</sup>	223	266
2	Lake St. / I-15 SB Ramps	NBR SBL	553 33	406 123	AM PM	553 123	<u>200</u> <u>150</u>	98 51	191 101
3	Lake St. / Project Access	SBL	46	64	PM	64	<u>125</u>	102	125

### *Traffic Signal Warrants*

In addition to the traffic signals previously warranted under Existing and E+P traffic conditions, the following intersections are anticipated to satisfy traffic signal warrants for Horizon Year Without Project conditions: Lake Street / A Street, Lake Street / B Street, and Lake Street / D Street.

### **Recommended Improvements**

Table 30 - *Summary of Fair Share Cost of Improvements* lists the recommended improvements necessary to reduce the identified intersection LOS deficiencies by traffic condition. Locally funded improvements (TRACT 28214) were implemented in 2018-2019 and the Addendum to the Traffic Impact Analysis reflects the implementation of these improvements for the EAP and EAPC scenarios:

#### E+P and EAP (2018) Improvements (TR 28214)

- Traffic signal at the intersection of Lake Street/I-15 NB Ramps (#1)
- Provide a separate northbound right turn lane and a separate southbound left turn lane at the intersection of Lake Street/I-15 SB Ramps (#2)
- 

#### EAPC (2018) Additional Improvements (TR 28214)

- Provide a separate northbound left turn lane and a separate westbound left turn lane at the intersection of Lake Street/I-15 NB Ramps (#1)
- Traffic signal at the intersection of Lake Street/I-15 SB Ramps (#2)

Other off-site recommended improvements are included as part of the Transportation Uniform Mitigation Fee (TUMF) or City's Traffic Infrastructure Fee (TIF). The fair share contribution based on the Proposed Project's percentage contribution for these improvements has not been provided. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected vehicle trip increases.

The improvements listed in Table 30 are comprised of lane additions/modifications, installation of signals and signal modifications. The improvements that are covered either by the TUMF program or the TIF program have been identified as such. Other improvements are consistent with the recently approved Alberhill Villages Specific Plan TIA. Planned lane additions are shown as the number of lanes required and the direction of travel. Depending on the width of the existing pavement and right-of-way, these improvements may involve only striping modifications or they may involve construction of additional pavement width.

### *Local and Regional Funding Mechanisms*

Transportation improvements throughout the City of Lake Elsinore are funded through a combination of project mitigation, fair share contributions or development impact fee programs, such as Western Riverside Council of Governments (WRCOG) TUMF program or the City's TIF



program. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors.

*Transportation Uniform Mitigation Fee (TUMF) Program*

The WRCOG is responsible for establishing and updating TUMF rates. The County may grant to developers a credit against the specific components of fees for the dedication of land or the construction of facilities identified in the list of improvements funded by each of these fee programs. Fees are based upon projected land uses and a related transportation needs to address growth based upon a 2015 Nexus study update.

TUMF is an ambitious regional program created to address impacts of growth throughout Western Riverside County. Program guidelines are being handled on an iterative basis. Exemptions, credits, reimbursements and local administration are being deferred to primary agencies. The County of Riverside serves this function for the proposed Project. Fees submitted to the County are passed on to the WRCOG as the ultimate program administrator.

TUMF guidelines empower a local zone committee to prioritize and arbitrate certain projects. The Project Site is in the Southwest Zone. The zone has developed a 5-year capital improvement program to prioritize public construction of certain roads. TUMF is focused on improvements necessitated by regional growth.

*City of Lake Elsinore Traffic Infrastructure Fee (TIF) Program*

The City of Lake Elsinore has created its own local Traffic Infrastructure Fee (TIF) program to impose and collect fees from new residential, commercial and industrial development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the City's General Plan Circulation Element. The City of Lake Elsinore's TIF program includes facilities that are not part of, or which may exceed improvements identified and covered by the TUMF program.

The City of Lake Elsinore provides a more comprehensive funding and implementation plan to ensure an adequate and interconnected transportation system. Under the City of Lake Elsinore's TIF program, the City of Lake Elsinore may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the TIF program.

The timing to use the TIF fees is established through periodic capital improvement programs which are overseen by the City of Lake Elsinore's Public Works Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City of Lake Elsinore are also periodically performed by City of Lake Elsinore staff and consultants. The City of Lake Elsinore uses this data to determine the timing of implementing the improvements listed in its facilities list.

As shown in Table 30, a few of the facilities forecasted to be impacted by the Project are planned for improvements through the City of Lake Elsinore's TIF Program. The Project will be subject to the City of Lake Elsinore's TIF fee program and will pay the requisite City of Lake Elsinore TIF fees at the rates then in effect pursuant to the City of Lake Elsinore's ordinance. The TIF network improvement needs were last updated in 2002 with an expected completion date by 2025. Improvements are identified in the Nexus Study by location rather than with specific geometrics. Table E of that study identifies TIF improvement locations and eligible program costs but does not provide discrete improvements. As a result, Table 30 identifies TIF intersections with an expectation that City of Lake Elsinore, as program administrator, can distinguish if the program fees are sufficient to cover the fair share impacts for proportionality. In order to mitigate potential impacts to the roadway system, **MM TRANS-1** would require the Property Owner/Developer to pay its fair share of improvements costs for the improvements identified in Table 30. With implementation of **MM TRANS-1**, potential impacts associated with conflicts with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facility would be less than significant.

**Mitigation Measures:**

**MM TRANS-1:** Prior to the issuance of a building permit, the Property Owner/Developer shall pay its fair share of the cost of the improvements identified in Table 30 to the City of Lake Elsinore. The Property Owner/Developer's fair share for improvements for facilities in the TUMF system, with the exception of Intersection #3 at Lake Street and the Project Site access, would be included in the TUMF payment for the Proposed Project.

Source: Addendum to the Traffic Impact Analysis (Appendix M), Traffic Impact Analysis (Appendix N), Figure 12 – Proposed Conceptual Geometric Plan

**Table 30 – Summary of Fair Share Cost of Improvements**

Location	E+P Recommended Improvements	EAP (2018) Recommended Improvements	EAPC (2018) Recommended Improvements	2035 Without Project Recommended Improvements	2035 With Project Recommended Improvements	Improvements in TUMF or TIF?¹	Fair Share %²,³
<b>Roadway Segments</b>							
Lake Street, I-15 to Temescal Canyon Road	None None	None None	None None	add bridge widen from 2 lanes to 6 lanes	Same Same	TUMF	N/A
Lake Street, Temescal Canyon Road to Mountain Avenue	None	None	None	widen from 2 lanes to 6 lanes	Same	TUMF	N/A
Nichols Road, I-15 to Lake St.	None	None	None	widen from 2 lanes to 4 lanes	Same	TUMF	N/A
Temescal Canyon Road, I-15 to Lake Street	None None None	None None None	None None None	Reconstruct bridge realign arterial segment widen from 2 lanes to 4 lanes	Same Same Same	TIF & TUMF	N/A
<b>Freeways and Interchanges</b>							
Lake Street & I-15 Interchange	None	None	None	interchange improvements, per Lake St Alignment Study, ints below	Same	TUMF	N/A
Lake Street / I-15 NB Ramps (Int #1)	traffic signal None None None	Same None None None	Same NB left turn lane None WB left turn lane	Same 2 NB left turn lanes 2nd SB through lane Same	Same	TUMF	3.0%
Lake Street / I-15 SB Ramps (Int #2)	None None NB right turn lane SB left turn lane None	None None Same Same None	traffic signal None Same Same None	Same 2nd NB through lane Same Same 2nd SB through lane	Same	TUMF	5.0%

Location	E+P Recommended Improvements	EAP (2018) Recommended Improvements	EAPC (2018) Recommended Improvements	2035 Without Project Recommended Improvements	2035 With Project Recommended Improvements	Improvements in TUMF or TIF? <sup>1</sup>	Fair Share % <sup>2,3</sup>
Arterial Intersections							
Lake Street / Project Access (Int #3)	None	None	None	2nd & 3rd NB through lanes	Same	TUMF	9.0%
	None	None	None	2nd & 3rd SB through lanes			
	Full Access Signal at Project Entry				Full Access Signal at Project Entry		100.0%
	- traffic signal	Same	Same	None	- traffic signal		
	- SB left turn lane	Same	Same	None	- SB left turn lane		
- WB left turn lane	Same	Same	None	- WB left turn lane			
- WB right turn lane	Same	Same	Same	None	- WB right turn lane		
	OR						
	No Left-Out/Left-In Unsignalized at Project Entry						
	- Cross-Street Stop	Same	Same	None	traffic signal		
	- SB left turn lane	Same	Same	None	SB left turn lane		
	- WB right turn lane	Same	Same	None	WB left turn lane with		
Lake Street / Temescal Canyon Road (Int #4)	None	None	None	2nd NB left turn lane	Same	TUMF	3.0%
	None	None	None	2nd & 3rd NB through lanes			
	None	None	None	2nd & 3rd SB through lanes			
	None	None	None	2nd EB left turn lane			
Lake Street / Nichols Road (Int #5)	None	None	None	2nd & 3rd NB through lanes	Same	TUMF	1.0%
	None	None	None	NB free right turn lane			
	None	None	None	2nd SB left turn lane			
	None	None	None	2nd SB through lane			
	None	None	None	SB right turn lane			
	None	None	None	2 EB left turn lanes			
	None	None	None	2nd EB through lane			
	None	None	None	EB right turn lane			
	None	None	None	2 WB left turn lanes			
	None	None	None	2nd WB through lane			
None	None	None	WB right turn lane with overlap phase				

Location	E+P Recommended Improvements	EAP (2018) Recommended Improvements	EAPC (2018) Recommended Improvements	2035 Without Project Recommended Improvements	2035 With Project Recommended Improvements	Improvements in TUMF or TIF? <sup>1</sup>	Fair Share % <sup>2,3</sup>	
Lake Street / A Street (Int #6)	None	None	None	traffic signal	Same	TUMF	3.0%	
	None	None	None	NB left turn lane				
	None	None	None	3 NB through lanes	Same			
	None	None	None	SB left turn lane	Same	TUMF		
	None	None	None	3 SB through lanes	Same			
	None	None	None	SB right turn lane with overlap phase				
	None	None	None	2 EB left turn lanes	Same			
	None	None	None	EB through lane				
	None	None	None	EB right turn lane				
	None	None	None	WB left turn lane				
	None	None	None	WB through lane				
	None	None	None	WB right turn lane				
Lake Street / B Street (Int #7)	None	None	None	traffic signal	Same	TUMF	2.0%	
	None	None	None	NB left turn lane				
	None	None	None	3 NB through lanes	Same			
	None	None	None	SB left turn lane	Same	TUMF		
	None	None	None	3 SB through lanes	Same			
	None	None	None	EB left turn lane	Same			
	None	None	None	EB through lane				
	None	None	None	WB left turn lane				
	None	None	None	WB through lane				

Location	E+P Recommended Improvements	EAP (2018) Recommended Improvements	EAPC (2018) Recommended Improvements	2035 Without Project Recommended Improvements	2035 With Project Recommended Improvements	Improvements in TUMF or TIF? <sup>1</sup>	Fair Share % <sup>2,3</sup>
Lake Street / D Street (Int #8)	None	None	None	traffic signal	Same	TUMF	1.0%
	None	None	None	NB left turn lane			
	None	None	None	3 NB through lanes	Same		
	None	None	None	SB left turn lane	Same	TUMF	
	None	None	None	3 SB through lanes	Same		
	None	None	None	EB left turn lane	Same		
	None	None	None	EB through lane			
	None	None	None	WB left turn lane			
	None	None	None	WB through lane			

1 Improvements are included wholly or partially in one or more of the following: County of Riverside TUMF or City of Lake Elsinore TIF for local, regional, and specific plan components. Final determination on extent of the improvements included and covered by these fee programs is to be established by the governing lead agency.

2 Fair share percentages indicated as N/A are not shown because the recommended improvements at these locations are included in a pre-existing fee program.

3 Project Fair Share % = (Project Only Traffic / (HY 2035 With Project Traffic - Existing Traffic))



*b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

**Less Than Significant Impact.** At the time this Initial Study/MND was prepared, a VMT metric was not published by OPR, and the City of Lake Elsinore in its capacity as Lead Agency, as well as surrounding local agencies in which the Proposed Project's traffic would circulate, use LOS as the significance criteria for evaluating a project's traffic impacts. For this reason, a LOS metric and not a VMT metric is appropriately used in this Initial Study/MND. Therefore, potential impacts associated with conflict or inconsistency with CEQA Guidelines section 15064.3(b) would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Source: City of Lake Elsinore, 2019 CEQA Guidelines

*c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

**Less Than Significant Impact.** The Proposed Project would not increase hazards due to design features or incompatible uses. The Proposed Project would be consistent with the on-site and surrounding zoning designations, and implementation of the Proposed Project would not introduce incompatible uses to the Project Area. As shown in Figures 5 and 12, the Proposed Project would include improvements onsite and in the public right-of-way which allow for adequate access and circulation for the proposed uses. Figure 5 depicts adequate truck turning radius for the Proposed Project. Therefore, potential impacts associated with hazardous geometric design features would be less than significant.

**Mitigation Measures:** No mitigation measures would be required.

Source: Figure 5 – Conceptual Site Plan, Figure 12 – Proposed Conceptual Geometric Plan

*d) Result in inadequate emergency access?*

**Less Than Significant Impact.** The Proposed Project would be constructed on a vacant lot on the southeast corner of Lake Street and I-15 and would include improvements to the right-of-way along the frontage of the Project Site as part of the Proposed Project. The Project Site would be accessible by emergency vehicles at the onsite access driveway located on the east side of Lake Street. An access easement is proposed as a part of the Proposed Project, which would allow for reciprocal access across the RV and boat storage lot. As stated above, Figures 5 and 12, the Proposed Project would include improvements onsite and in the public right-of-way which allow for adequate access and circulation for the proposed uses. Figure 5 depicts adequate truck turning radius for the Proposed Project. Therefore, potential impacts to emergency access would be less than significant.

**Mitigation Measures:** No mitigation measures would be required.

Source: Figure 5 – Conceptual Site Plan, Figure 12 – Proposed Conceptual Geometric Plan

**XVIII. TRIBAL CULTURAL RESOURCES**

Is the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

*a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

**Less than Significant Impact:** The Project Site is vacant, and there are no historical structures on the Project Site. As noted in the Appendix D, the Project Site was previously used as an active gravel mine and is highly disturbed. The records search did not find any cultural resources at the Project Site. Therefore, potential impacts associated with historical resources would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: Cultural Resources Assessment (Appendix D)

- b) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

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

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

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 Proposed 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 §21082.3(c).

On March 18, 2019, the City provided written notification of the Project in accordance with AB 52 to six Native American tribes that requested to receive such notification from the City. Of the tribes notified, the Rincon Band of Luiseño Indians, Pechanga Band of Luiseño Indians, and Soboba Band of Luiseño Indians requested formal government-to-government consultation under AB 52. The City met with the Rincon Band of Luiseño Indians on May 3, 2019, which resulted in conclusion of consultation with no mitigation requested due to the heavy disturbance on the Project Site due to mining activities. Consultation with the Rincon Band of Luiseño Indians was concluded on May 10, 2019. On November 13, 2019, the City sent recommended mitigation measures to Pechanga and Soboba that address unanticipated discoveries of cultural resources and human remains during groundbreaking activities. Consultation was concluded on December 13, 2019 with both Pechanga and Soboba. As a result of these consultations, with implementation of **MM CUL-1** and **MM CUL-2** in Section V, Cultural Resources of this Initial Study, AB52 consultation with Rincon, Soboba, and Pechanga have been concluded and potential

impacts associated with Tribal Cultural Resources would be less than significant.

**Mitigation Measures: MM CUL-1 and MM CUL-2**, as defined in Section V above.

Sources: Cultural Resources Assessment (Appendix D), City of Lake Elsinore

## **XIX. UTILITIES AND SERVICE SYSTEMS**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Applicant was issued a Will Serve letter by the Elsinore Valley Municipal Water District (Appendix O – Service Planning Letter #3244-0, Elsinore Valley Municipal Water District, July 11, 2019).

*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?*

**Less Than Significant with Mitigation Incorporated:** The Proposed Project would be within the service boundary for the EVMWD. The EVMWD issued Service Planning Letter #3244-0 (Appendix O) to the Applicant on July 11, 2019, in which the EVMWD determined that water is available to serve the Proposed Project. Storm water would be retained on-site, as described in Section X. The Proposed Project would be served by an onsite wastewater treatment system (OWTS). **MM GEO-1** would require the Property Owner/Developer to submit an OWTS report prepared by a Qualified service provider (QSP) State Licensed Contractor with knowledge and competency in OWTS design, construction, operation, maintenance and monitoring to the County of Riverside Department of Environmental Health. With implementation of **MM GEO-1**, potential impacts

associated with the construction of the onsite wastewater treatment system would be less than significant.

**Mitigation Measures:**

**MM GEO-1:** Prior to the issuance of a grading permit, the Property Owner/Developer shall submit to the County of Riverside Department of Environmental Health, a completed application for the onsite wastewater treatment system (OWTS) for review and approval. The an OWTS report shall be prepared by a Qualified service provider (QSP) State Licensed Contractor with knowledge and competency in OWTS design, construction, operation, maintenance and monitoring.

Sources: EVMWD, General Plan EIR, LEMC, RIVCOEH, Service Planning Letter (Appendix O)

*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:** EVMWD obtains its potable water supplies from imported water from Metropolitan Water District (MWD), local surface water from Canyon Lake, and local groundwater from the Elsinore Basin. According to EVMWD's 2015 Urban Water Management Plan (UWMP), EVMWD has determined that its current and anticipated future supplies are sufficient to meet the projected dry-year and multiple dry-year demand. The EVMWD issued Service Planning Letter #3244-0 (Appendix O) to the Applicant on July 11, 2019, in which the EVMWD determined that water is available to serve the Proposed Project. 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, potential impacts associated with water supplies would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: EVMWD, General Plan EIR, Service Planning Letter (Appendix O)

*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 with Mitigation Incorporated:** The Proposed Project will be served by an onsite wastewater treatment system (OWTS). The Property Owner/Developer would be required to submit an OWTS report prepared by a Qualified service provider (QSP) State Licensed Contractor with knowledge and competency in OWTS design, construction, operation, maintenance and monitoring to the County of Riverside Department of Environmental Health to ensure that the project site has adequate capacity to serve the project's projected demand. With implementation of **MM GEO-1**, potential impacts associated with wastewater treatment capacity would be less than significant.

**Mitigation Measures:** **MM GEO-1**, as defined in Section XIXa above.



Sources: General Plan EIR, RIVCOEH

*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.** CR&R, Inc. Environmental Services is the solid waste disposal service provider for the City of Lake Elsinore and parts of Riverside County. Riverside County Department of Waste Resources (RCDWR) facilitates waste management services for Riverside County. These services are provided on a countywide basis, and each private or public entity determines which landfill or transfer station to use, which is mostly based on geographic proximity. The landfills typically used by the City of Lake Elsinore are the El Sobrante, Badlands, and Lamb Canyon Landfills. All three of the landfills are Class III municipal solid waste landfills. El Sobrante Landfill is expected to reach capacity by 2045. Badlands Landfill is expected to reach capacity by 2024 and Lamb Canyon Landfill by 2021. Both Badlands and Lamb Canyon Landfills have the potential to expand their facilities and capacity. Chapter 14.12 of the LEMC requires that project applicant divert a minimum of 50 percent of construction and demolition debris, and the Property Owner/Developer would meet this requirement. The existing landfills have sufficient capacity to serve the Proposed Project, and recycling and green waste collection would reduce 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, LEMC

*e) Comply with federal, state, and local 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 [IWMA]) under the Public Resource Code requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000, and 50% 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 applicant divert a minimum of 50 percent of construction and demolition debris, and the Property Owner/Developer would meet this requirement. The Proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. Therefore, potential impacts associated with solid waste would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR, PRC, LEMC

## XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a) Substantially impair an adopted emergency response plan or emergency evacuation plan?*

**Less Than Significant Impact:** The Proposed Project would be required to comply with all applicable fire code requirements for construction and access to the Project Site and as such, would be reviewed by the City Fire Department to determine the specific fire requirements applicable to ensure compliance with these requirements. This review would ensure that the Proposed Project would provide adequate emergency access to and from the Project Site. The City Engineer and the City Fire Department would review any modifications to existing roadways to ensure that adequate emergency access and/or emergency response would be maintained. The Proposed Project does not propose any changes that would impact the City's Emergency Preparedness Plan or the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan. Therefore, potential impacts associated with impairing an adopted emergency response or evacuation plan would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR

- 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:** According to the California Department of Forestry and Fire Protection and the City of Lake Elsinore General Plan EIR Figure 3.10-2 - *City of Lake Elsinore Wildfire Susceptibility*, the Project Site is in a Very High Fire Hazard Severity Zone. The majority of the Project Site would be graded generally flat, with exception to the surrounding edges within the project area. Slopes would be maintained on portions of the northern, western, southern and eastern edges of the lot (Figure 3). The slopes on-site would be graded at a 2:1 slope and portions of such slopes would be landscaped or boulderscaped, creating fire breaks through the lack of combustible material. The northern portion of the Project Site is directly adjacent to the I-15 interstate, which acts as a man-made fire break.

The Project Site is vacant and bounded by vacant land to the south and west and by I-15 to the north and northeast. The Proposed Project would be subject to the plan check process and would undergo a fire, life, and safety review by the City Fire Department to determine the specific fire requirements applicable to ensure compliance with Fire Department requirements. The Proposed Project would not involve the construction or operation of a use which involves open flame or a fire related use. The proposed site plan would include landscaped areas with irrigation to ensure vegetation does not dry out and become susceptible to immediate combustion. Therefore, potential impacts associated with wildland fires due to slopes or prevailing winds would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: California Department of Forestry and Fire Protection, General Plan EIR Figure 3.10-2 - *City of Lake Elsinore Wildfire Susceptibility*

- 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:** While the Project Site is located within a Very High Fire Hazard Severity Zone, at the time of construction appropriate measures for removal and installation of the any permanent or temporary power pole(s) would be taken to reduce the potential for wildfire risk (e.g. sparks). During construction, temporary power pole(s) may be used until permanent means of electricity is established to connect the Project Site with that of the existing infrastructure. Any request for temporary power is required to comply with the building code and would be subject to a building permit through the City's Building Division. Therefore, potential impacts associated with exacerbating fire risk would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: California Department of Forestry and Fire Protection, General Plan EIR

*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:** The Project Site is vacant and bound by vacant land to the west, south and east and by the I-15 to the north. Appendix J details no change in drainage flows for the Project Site under the Proposed Project and that the Proposed Project would employ infiltration BMPs to retain the Proposed Project's BMP volume and also retain the difference in pre and developed condition project runoff, up to the 100-year event. Therefore, potential impacts associated with downslope or downstream flooding or landslides, post-fire slope instability, or drainage changes would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

Sources: General Plan EIR, Appendix J

**XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>

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

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

**Less Than Significant with Mitigation Incorporated:** The Proposed Project would be consistent with local policies and ordinances related to biological resources, including the MSHCP. The MSHCP contains a list of standard measures to minimize direct and indirect impacts on biological resources within and adjacent to project sites. These measures are related to protecting water quality, controlling dust, minimizing the spread of invasive plant species, minimizing fire hazards, and other measures. Incorporation of **MM BIO-1**, **MM BIO-2**, **MM BIO-3**, and **MM BIO-4** would ensure that the Proposed Project would not degrade the quality of the environment, substantially reduce the habitat of wildlife species, cause wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

According to the cultural resources assessment prepared for the Proposed Project, no cultural resources have been recorded within the Project Site, and the Project Site does not contain any resources that are important to major periods of California history or prehistory. In the event that cultural resources (including historical, archaeological, and tribal cultural resources) are inadvertently discovered during ground-disturbing activities, **MM CUL-1** requires work to be halted within 100 feet of the discovery until it can be evaluated by a qualified 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. Construction activities may continue in other areas. If the discovery proves to be significant, additional work, such as data recovery excavation or resource recovery, may be warranted and would be discussed in consultation with the appropriate regulatory agency and/or tribal group. **MM CUL-2** provides guidance for the unanticipated discovery of human remains. With implementation of **MM BIO-1** through **MM BIO-4** and **MM CUL-1** and **MM CUL-2**, potential impacts would be less than significant.

**Mitigation Measures: MM BIO-1, MM BIO-2, MM BIO-3, MM BIO-4, MM CUL-1, MM CUL-2**

Sources: Lake Street Storage Project Initial Study

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

**Less Than Significant with Mitigation Incorporated:** The Proposed Project would result in potentially significant project-specific impacts to biological resources, cultural resources, tribal cultural resources, and transportation/traffic impacts. However, all mitigation measures have been identified that would reduce these impacts to less than significant levels. The Air Quality and Transportation/Traffic analyses of this document considered cumulative impacts in their respective analyses, and mitigation measures would be required to reduce cumulative impacts associated with Transportation/Traffic. No additional mitigation measures would be required to reduce cumulative impacts to less than significant levels.

**Mitigation Measures: MM TRANS-1**

Sources: Lake Street Storage Project Initial Study



*c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

**Less Than Significant with Mitigation Incorporated:** **MM GEO-1** would require the Property Owner/Developer to submit an OWTS report prepared by a Qualified service provider (QSP) State Licensed Contractor with knowledge and competency in OWTS design, construction, operation, maintenance and monitoring to the County of Riverside Department of Environmental Health. With implementation of **MM GEO-1**, potential impacts associated with the construction of the onsite wastewater treatment system would be less than significant.

All potential impacts of the Proposed Project have been identified, and mitigation measures have been provided, where applicable, to reduce potential impacts to less than significant levels. Upon implementation of mitigation measures, the Proposed Project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.

**Mitigation Measures:** No additional mitigation measures would be required.

Sources: Lake Street Storage Project Initial Study

## **VI. PERSONS AND ORGANIZATIONS CONSULTED**

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

### **City of Lake Elsinore**

Richard J. MacHott, LEED Green Associate, Planning Manager  
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Nick Lowe, PE|MS, Consultant Traffic Engineer  
Dina Purvis, Senior Engineering Technician

### **Sagecrest Planning and Environmental**

Christine Saunders, Principal  
Veronica Morones, Planning Consultant

### **California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service (the Wildlife Agencies)**

Carly Beck, Environmental Scientist, California Department of Fish and Wildlife  
Kennon A. Corey  
Leslie MacNair

### **California Department of Transportation**

Pat Perez

### **California Department of Transportation – District 8**

Kwasi Agyakwa, Transportation Planner

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## **VII. REFERENCES**

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

Appendix A – *Air Quality Impact Analysis*, Urban Crossroads, October 3, 2019

Appendix B – *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis for the Lake Street Storage Project*, Soar Environmental Consulting, March 25, 2019

Appendix C1 – *MSHCP Consistency Findings, LEAP 2018-02/Lake Street Project, City of Lake Elsinore*, February 15, 2019.

Appendix C2 – Joint Project Review (JPR 18-08-29-01) for the *LEAP 2018-02/Lake Street Project*, Regional Conservation Agency (RCA), April 8, 2019.

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Appendix E – *Consumption of Energy Resources Analysis*, Vista Environmental, October 21, 2019

Appendix F – *Feasibility Study Proposed RV Storage Facility*, Southern California Geotechnical, January 5, 2017

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Appendix K – *Department of Conservation Release*, California Department of Conservation, Division of Mine Reclamation, July 17, 2019

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Appendix N – *Traffic Impact Analysis*, Urban Crossroads, September 10, 2018

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