



**EVERGREEN COMMERCIAL DEVELOPMENT PROJECT**

Planning Application No. 2021-34  
Tentative Parcel Map (TPM) Nos. 38195 and 38281  
Conditional Use Permit (CUP) Nos. 2021-09, 2021-10, 2021-11, 2021-12  
Commercial Design Review (CDR) No. 2021-17  
Public Convenience & Necessity (PCN) Nos. 2021-01 and 2021-02  
Uniform Sign Program (SIGN) No. 2021-35

**ENVIRONMENTAL REVIEW No. 2021-05  
(INITIAL STUDY/MITIGATED NEGATIVE DECLARATION)**

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## Table of Contents

<b>I. INTRODUCTION .....</b>	<b>4</b>
<b>A. PURPOSE .....</b>	<b>4</b>
<b>B. CALIFORNIA ENVIRONMENTAL QUALITY ACT .....</b>	<b>4</b>
<b>C. INTENDED USES OF INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION .....</b>	<b>5</b>
<b>D. CONTENTS OF INITIAL STUDY .....</b>	<b>5</b>
<b>E. SCOPE OF ENVIRONMENTAL ANALYSIS .....</b>	<b>6</b>
<b>F. TIERED DOCUMENTS, INCORPORATION BY REFERENCE, AND TECHNICAL STUDIES .....</b>	<b>7</b>
<b>II. PROJECT DESCRIPTION .....</b>	<b>11</b>
<b>A. PROJECT LOCATION AND SETTING .....</b>	<b>11</b>
<b>B. PROJECT DESCRIPTION .....</b>	<b>12</b>
<b>III. ENVIRONMENTAL CHECKLIST .....</b>	<b>29</b>
<b>A. BACKGROUND .....</b>	<b>29</b>
<b>B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED .....</b>	<b>31</b>
<b>C. DETERMINATION .....</b>	<b>31</b>
<b>D. INITIAL STUDY CHECKLIST .....</b>	<b>32</b>
<b>IV. ENVIRONMENTAL ANALYSIS .....</b>	<b>40</b>
<b>I. AESTHETICS .....</b>	<b>40</b>
<b>II. AGRICULTURE AND FORESTRY RESOURCES .....</b>	<b>45</b>
<b>III. AIR QUALITY .....</b>	<b>48</b>
<b>IV. BIOLOGICAL RESOURCES .....</b>	<b>57</b>
<b>V. CULTURAL RESOURCES .....</b>	<b>64</b>
<b>VI. ENERGY .....</b>	<b>73</b>
<b>VII. GEOLOGY AND SOILS .....</b>	<b>80</b>
<b>VIII. GREENHOUSE GAS EMISSIONS .....</b>	<b>86</b>
<b>IX. HAZARDS AND HAZARDOUS MATERIALS .....</b>	<b>91</b>
<b>X. HYDROLOGY AND WATER QUALITY .....</b>	<b>97</b>
<b>XI. LAND USE AND PLANNING .....</b>	<b>105</b>
<b>XII. MINERAL RESOURCES .....</b>	<b>107</b>
<b>XIII. NOISE .....</b>	<b>109</b>
<b>XIV. POPULATION AND HOUSING .....</b>	<b>117</b>
<b>XV. PUBLIC SERVICES .....</b>	<b>119</b>
<b>XVI. RECREATION .....</b>	<b>123</b>
<b>XVII. TRANSPORTATION .....</b>	<b>125</b>
<b>XVIII. TRIBAL CULTURAL RESOURCES .....</b>	<b>138</b>
<b>XIX. UTILITIES AND SERVICE SYSTEMS .....</b>	<b>142</b>
<b>XX. WILDFIRE .....</b>	<b>146</b>
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE .....</b>	<b>149</b>
<b>V. PERSONS AND ORGANIZATIONS CONSULTED .....</b>	<b>152</b>
<b>VI. REFERENCES .....</b>	<b>153</b>

## Figures

Figure 1: Regional Location Map .....	17
Figure 2: Site Location – Aerial View .....	18
Figure 3: Site Location – USGS Map .....	19
Figure 4: General Plan Land Use and Site Zoning .....	20
Figure 5: Site Plan Schematic .....	22
Figure 6: Site Phasing .....	23
Figure 7: Tentative Parcel Map No. 38195 (Phase 1) .....	24
Figure 8: Tentative Parcel Map No. 38281 (Phase 2) .....	25
Figure 9: Landscape Plan .....	26
Figure 10: Utility Plan .....	27
Figure 11: Photometric Plan .....	28
Figure 12: Noise Contours .....	116

## Tables

Table 1 – Lot Summary .....	12
Table 2 – Development Summary .....	14
Table 3 - Regional Significance – Unmitigated Construction Emissions (pounds/day) .....	52
Table 4 – Estimated Annual Unmitigated Operational Emissions (pounds/day) .....	53
Table 5 – Project Construction Energy Consumption .....	75
Table 6 – Project Operational Energy Consumption Summary .....	76
Table 7 – Proposed Project Compliance with Applicable General Plan Energy Policies .....	79
Table 8 – Climate Action Plan Consistency Analysis .....	89
Table 9 – Operational Noise Levels Off-Site Land Uses .....	111
Table 10 – Operational Noise Levels Off-Site Land Uses with Recommendations .....	112
Table 11 – Level of Service Descriptors .....	128
Table 12 – Existing and Proposed Levels of Service .....	132
Table 13 – Existing Plus Ambient Growth Plus Project Plus Cumulative (EPAC) Conditions With Improvements .....	133
Table 14 - Project Fair Share Calculations .....	134

## **I. INTRODUCTION**

### **A. PURPOSE**

This document is an Initial Study for evaluation of environmental impacts resulting from implementation of Evergreen Commercial Development Project or Planning Application (PA) No. 2021-34, which consists of Tentative Parcel Map (TPM) No. 38195, TPM No. 38281, a Conditional Use Permit (CUP) No. 2021-09, CUP No. 2021-10, CUP No. 2021-11, CUP No. 2021-12, a Commercial Design Review (CDR) No. 2021-17, Public Convenience & Necessity (PCN) No. 2021-01, PCN No. 2021-02, and Uniform Sign Program (SIGN) No. 2021-35. 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 consider 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 responses, including:

- 1. No Impact:** A "No Impact" response is 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 an EIR may be 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.

### *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.”

#### *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]). This document incorporates by reference the document from which it is tiered, the Lake Elsinore General Plan Final Environmental Impact Report, published in 2011. This document 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]).

#### *Technical Studies*

*Appendix A – Air Quality and Greenhouse Gas Assessment, Proposed Commercial Development SE Corner of Cambern Ave and Central Ave, Lake Elsinore, Salem Engineering Group, May 20, 2022*

*Appendix B – Evergreen Commercial Development Project – Biological Resources Technical Report, ESA, July 2022*

*Appendix B-1 - Evergreen Commercial Development Project – Aquatic Resources Delineation Report, ESA, August 2022*

*Appendix C – Cultural Resources Assessment for the Evergreen Commercial Project, Riverside County, California, Paleowest Archaeology, June 2022*

*Appendix D – Evergreen Development Energy Assessment, JK Consulting Group, December 21, 2021*

*Appendix E – Geotechnical Engineering Investigation with Geologic Hazard Study, Salem Engineering Group, Inc., April 22, 2021*

*Appendix F - Phase I Environmental Site Assessment Report, Proposed Commercial Development, East Corner of Central Avenue and Cambern Avenue, Lake Elsinore, California 92530, Salem Engineering Group, March 11, 2022*

*Appendix F-1 – Geophysical Investigation Report, Proposed Commercial Development, NEC Central Avenue and Cambern Avenue, Lake Elsinore, California, Salem Engineering Group, May*

14, 2021

Appendix G – *Preliminary Water Quality Management Plan, Evergreen Development – Cambern & Central*, DRC Engineering Inc., July 26, 2022

Appendix G-1 – *Preliminary Hydrology Study, Evergreen Development – Cambern & Central*, DRC Engineering, Inc., December 17, 2021

Appendix H – *Noise and Vibration Study*, Salem Engineering Group, Inc., May 16, 2022

Appendix I – *Traffic Analysis, Central & Cambern Retail*, Urban Crossroads, July 27, 2022

Appendix J – *Will Serve Letter*, Elsinore Valley Municipal Water District, December 10, 2021

## **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 - Regional Vicinity Map** and **Figure 2 - Site Location – Aerial View**). The Project Site is within the United States Geological Survey (USGS) “Lake Elsinore, California” 7.5-minute quadrangle (1977, **Figure 3 - Site Location – USGS Map**) and located in the central portion of the City, south of Central Avenue/State Route 74 (SR-74) and east of Interstate 15 (I-15). The Project Site consists of five existing parcels (APN 377-020-014, 377-020-016, 377-020-017, 377-020-018, and 377-020-019) totaling approximately 8.863 gross acres in size. The Project Site has a General Plan Land Use Designation of General Commercial (GC) and a zoning designation of General Commercial (C-2).

The Project Site is currently vacant, undeveloped land. The Project Site is gently sloping to the south with elevation ranging from 1,333 to 1,313 feet above mean sea level based on Google Earth imagery. The east corner and southeast side of the Project Site consists of a portion of an existing natural drainage course that conveys stormwater from the Third Street Channel Watershed, which lays within the Santa Ana River Basin. The site has sparse vegetation, consisting of grass field with a concentration of trees and shrubbery along the existing natural drainage course.

The Project Site is bounded to the north by Central Avenue/SR-74 and undeveloped land designated as General Commercial (C-2) beyond, to the east by single-family residential properties zoned Residential Estate (R-E), to the south by residential properties zoned Medium Density Residential (R-2) and vacant land zoned High Density Residential (R-3) and to the west by Cambern Avenue and commercial properties zoned General Commercial (C-2) beyond. Vehicular Access to the Project Site would be immediately taken from Central Avenue and Cambern Avenue. The Project Site can be accessed from the I-15 freeway, via Central Avenue/SR-74.

#### **Existing Site General Plan and Zoning Designation**

The General Plan Land Use Designation of the Project Site is General Commercial (GC) and is zoned General Commercial (C-2) (**Figure 4 – General Plan Land Use and Site Zoning**). The GC designation provides for retail, services, restaurants, professional and administrative offices, hotels and motels, mixed-use projects, public and quasi-public uses, and similar and compatible uses. The Lake Elsinore Municipal Code (LEMC) Chapter 17.124.010 describes that the General Commercial (C-2) is intended to accommodate a full range of retail stores, offices, personal and business service establishments offering commodities and services scaled to meet the needs of the residents of the entire City.

## **Surrounding Land Uses, General Plan and Zoning Designations**

The Project Site is located on the southeast corner of Cambern Avenue and Central Avenue/SR-74, within the northernmost portion of the City's C-2 zone along Central Avenue/SR-74, adjacent to residential zoning. The southeast and southwest corners of Cambern Avenue and Central Avenue/SR-74 are fully developed with large commercial centers. The northwest side of Central Avenue/SR-74 consists of undeveloped land with a General Plan Land Use Designation of General Commercial (GC) and a zoning designation of General Commercial (C-2). The east side of the Project Site consists of single-family residential properties designated Low Density Residential (LDR) and zoned Residential Estate (R-E), and the adjacent south side of the Project Site consists of residential properties designated Medium Density Residential (MDR) and High Density Residential (HDR) and zoned Medium Density Residential (R-2) and vacant land zoned High Density Residential (R-3), respectively.

## **B. PROJECT DESCRIPTION**

The Proposed Project consists of construction of a 57,254 square foot (SF) commercial center that consists of an anchor grocery store, several quick-serve restaurants, a gas station with a convenience store, and a separate drive-through car wash, which would be constructed in two phases over a total of 8.863 acres (**Figure 5 - Site Plan Schematic** and **Figure 6 - Site Phasing**).

The Proposed Project consists of applications for a Tentative Parcel Map (TPM) No. 38195, TPM No. 38281, a Conditional Use Permit (CUP) No. 2021-09, CUP No. 2021-10, CUP No. 2021-11, CUP No. 2021-12, a Commercial Design Review (CDR) No. 2021-17, Public Convenience & Necessity (PCN) No. 2021-01, PCN No. 2021-02, and Uniform Sign Program (SIGN) No. 2021-35, which collectively are being processed under Planning Application (PA) No. 2021-34.

### *Tentative Parcel Map*

The Applicant proposes to subdivide the existing five lots into five lots with different sizes via **Figure 7 – Tentative Parcel Map No. 38195 (Phase 1)** and **Figure 8 – Tentative Parcel Map No. 38281** and in Table 1 – Lot Summary:

**Table 1 – Lot Summary**

<b>Lot Number</b>	<b>Gross Acreage</b>	<b>Net Acreage</b>
1	1.30	1.19
2	1.20	1.10
3	1.65	1.42
4	3.60	3.59
5	1.13	1.03
<b>Total</b>	<b>8.88 (+/- 8.863)</b>	<b>8.33 (+/- 8.32)</b>



**Development Proposal**

The Applicant proposes to construct the following improvements as shown in Figure 5 and in **Table 2 – Development Summary**. Site improvements would be completed in two phases consistent with the phasing plan for Project buildout (Figure 6). An 8-foot-high concrete block wall would be constructed along the south and east perimeter to screen the Project Site from the adjacent residential uses.

***Phase 1:***

Lot 1: A 4,116 SF drive-thru car wash building, 25 self-service vacuum stations, 7 parking spaces, and two monument signs on 1.19 net acres. An access gate would be installed on Lot 1 at the terminus of Allan Street; the gate would be locked and is designed for emergency vehicle access only.

Lot 2: A 3,000 SF quick-service restaurant building, 57 parking spaces, and one monument sign on 1.10 net acres.

Lot 3: A 4,088 SF service station with convenience store, fuel canopy with eight pumps, two underground storage tanks (USTs), 43 parking spaces, and two monument signs on 1.42 net acres.

***Phase 2:***

Lot 4: A 43,050 SF grocery store and 184 parking spaces on 3.59 net acres.

Lot 5: A 3,000 SF quick-service restaurant building, 52 parking spaces, and two monument signs on 1.03 net acres.

**Table 2 – Development Summary**

Proposed Lot Number	Proposed Gross Acres	Proposed Net Acres	Proposed Development ( <i>Conceptual</i> )	Proposed Floor Area Ratio (FAR)
<b>Phase 1</b>				
<b>1</b>	1.30	1.19	<ul style="list-style-type: none"> <li>• Car Wash (4,116 SF)</li> <li>• 25 self-serve vacuum stations</li> <li>• 7 parking spaces</li> <li>• Two monument signs</li> <li>• Trash enclosure</li> <li>• Site lighting</li> </ul>	0.0797
<b>2</b>	1.20	1.10	<ul style="list-style-type: none"> <li>• Quick-service Restaurant (3,000 SF)</li> <li>• 57 parking spaces</li> <li>• Monument sign</li> <li>• Site lighting</li> <li>• Trash enclosure</li> </ul>	0.0629
<b>3</b>	1.65	1.42	<ul style="list-style-type: none"> <li>• Service station with convenience store (4,088 SF)</li> <li>• Fuel canopy with eight-pumps</li> <li>• 43 parking spaces</li> <li>• Two USTs</li> <li>• Two monument signs</li> <li>• Site lighting</li> <li>• Trash enclosure</li> </ul>	0.0659
<b>Phase 2</b>				
<b>4</b>	3.60	3.59	<ul style="list-style-type: none"> <li>• Grocery store (43,050 SF)</li> <li>• 184 parking spaces</li> <li>• Site lighting</li> <li>• Trash enclosure</li> </ul>	0.2756
<b>5</b>	1.13	1.03	<ul style="list-style-type: none"> <li>• Quick-service Restaurant (3,000 SF)</li> <li>• 52 parking spaces</li> <li>• Two monument signs</li> <li>• Site lighting</li> <li>• Trash enclosure</li> </ul>	0.0672

Pursuant to the C-2 zoning requirements, the project would be subject to a CUP No. 2021-09 for the 4,116 SF Car Wash on Lot 1, CUP No. 2021-10 for the 3,000 SF Quick-service Restaurant with a drive-through lane on Lot 2, CUP No. 2021-11 and PCN No. 2021-01 for the gas station and the 4,088 SF convenience store with concurrent sale of beer and wine for off-site consumption (Type 20 ABC) on Lot 3, PCN No. 2021-02 for the 43,050 SF grocery store for the sale of beer, wine, and distilled spirits for off-site consumption (Type 21 and 86 ABC) on Lot 4, and CUP No. 2021-12 for the 3,000 SF Quick-service Restaurant with a drive-through lane on Lot 5.

### Signage

The uniform sign program (SIGN No. 2021-35) for the Project intended to create an integrated framework for all signage within the center to allow for business branding and identification while complementing the character of the center via architectural compatibility. The sign program includes proposed freestanding signs, a blueprint for building/wall signage, and all other types of contemplated signage that would be allowed in the center. The larger Center identification signs situated at the primary driveway entrances into the center will feature the grocery anchor tenant prominently with panels for the other prospective 4 tenants within the center. The sign program is also proposing a 6' tall freestanding monument sign for each remaining outparcel featuring a single business name/logo with consistent base and sign structure to match the rest of the signs architectural theme.

### Street Improvements

Off-site street improvements within the public right-of-way on Central Avenue and Cambern Avenue, along the Project Site's frontages, would conform with the City's roadway design standards. Two-way vehicular driveways are proposed from Central Avenue into Lots 1 and 3, and from Cambern Avenue into Lots 3 and 5. An emergency vehicle only access is also proposed from Allan Street, a residential street to the east, into Lot 1. All vehicular driveways are proposed to be served by dedicated right turn only lanes traveling northbound and eastbound, and by median left turn lanes traveling southbound and westbound. Pedestrian access to the site will be provided by new sidewalks along both street frontages. A future Riverside Transit Agency (RTA) bus shelter is anticipated along eastbound Central Avenue adjacent to Lot 2.

### Parking

The Project Site would include a total of 369 vehicular parking spaces between all five lots, which exceeds the City's parking requirement of 286 spaces based on the proposed mixed of uses for the project. Parking space total includes the 25 self-service vacuum stations on Lot 1. ADA accessible parking spaces will be provided throughout the Project Site in accordance with California Building Code (CBC) requirements. Shared access easements shall link all five lots to allow for seamless use of the shared parking lot by visitors to the Project Site arriving from both Central Avenue and Cambern Avenue.

### Additional Site Improvements

The Proposed Project includes approximately 56,262 SF of landscaping, which is 15.53 percent landscape coverage. Landscaping would be provided in the setback areas along the perimeter of the Project Site, between the operational areas of each pad tenant, and interspersed throughout the shared parking lot (**Figure 9 – Landscape Plan**). Paved areas for parking and circulation would cover 247,767 SF, or 68.64 percent of the Project Site. The entire site would include on-site stormwater management improvements, lighting, walls and fencing, and a security gate for the emergency vehicle access at Allan Street (**Figure 10 – Utility Plan** and **Figure 11 – Photometric Plan**).

### **Grading**

The Project Site is flat and has already been cleared of most vegetation. Building pads will need to be over-excavated, recompact and filled prior to construction. Precise grading is anticipated to require 51,000 cubic yards (CY) of exported soils and 60,000 CY of imported soils, for a total of 9,000 CY of net import fill soils. The maximum grading cut depth would be 10.7 feet, with a maximum fill depth of 1 foot.

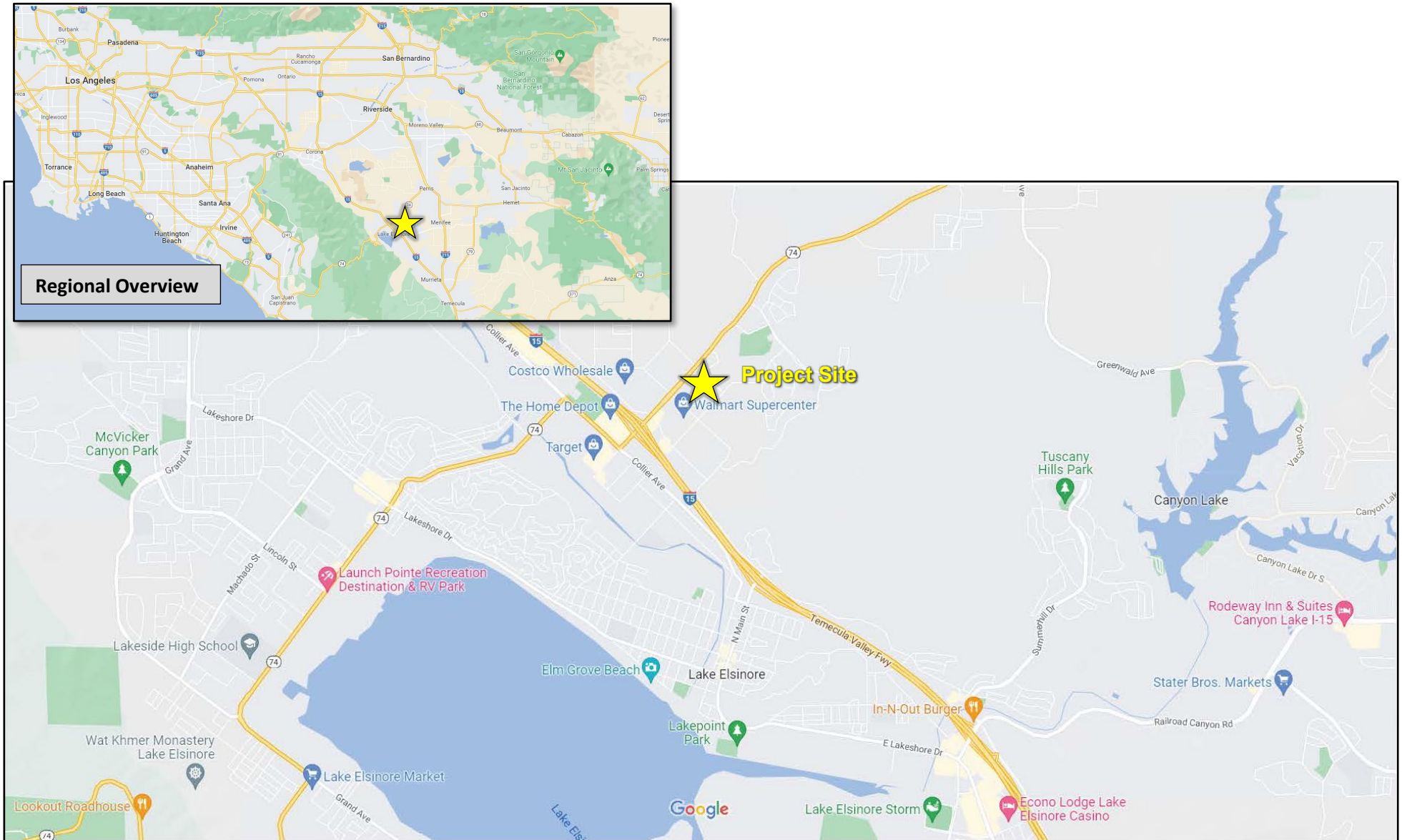
### **Operation**

Individual business hours of operation will be determined by each pad tenant but are anticipated to concentrate within conventional business hours. The proposed convenience store would be single-story and include restrooms and retail space. The proposed gas station would entail eight fuel pumps, servicing up to 16 vehicles at one time. The two quick-service restaurants include drive-thru queuing lanes in addition to on-site parking spaces. The carwash includes a drive-thru queuing area and self-service vacuum stations for customers. The grocery store includes a parking lot for customers and staff as well as loading dock area for delivery vehicles on the east side of the building.



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Not to Scale

**Figure 1: Regional Vicinity Map**

Source: Google Maps

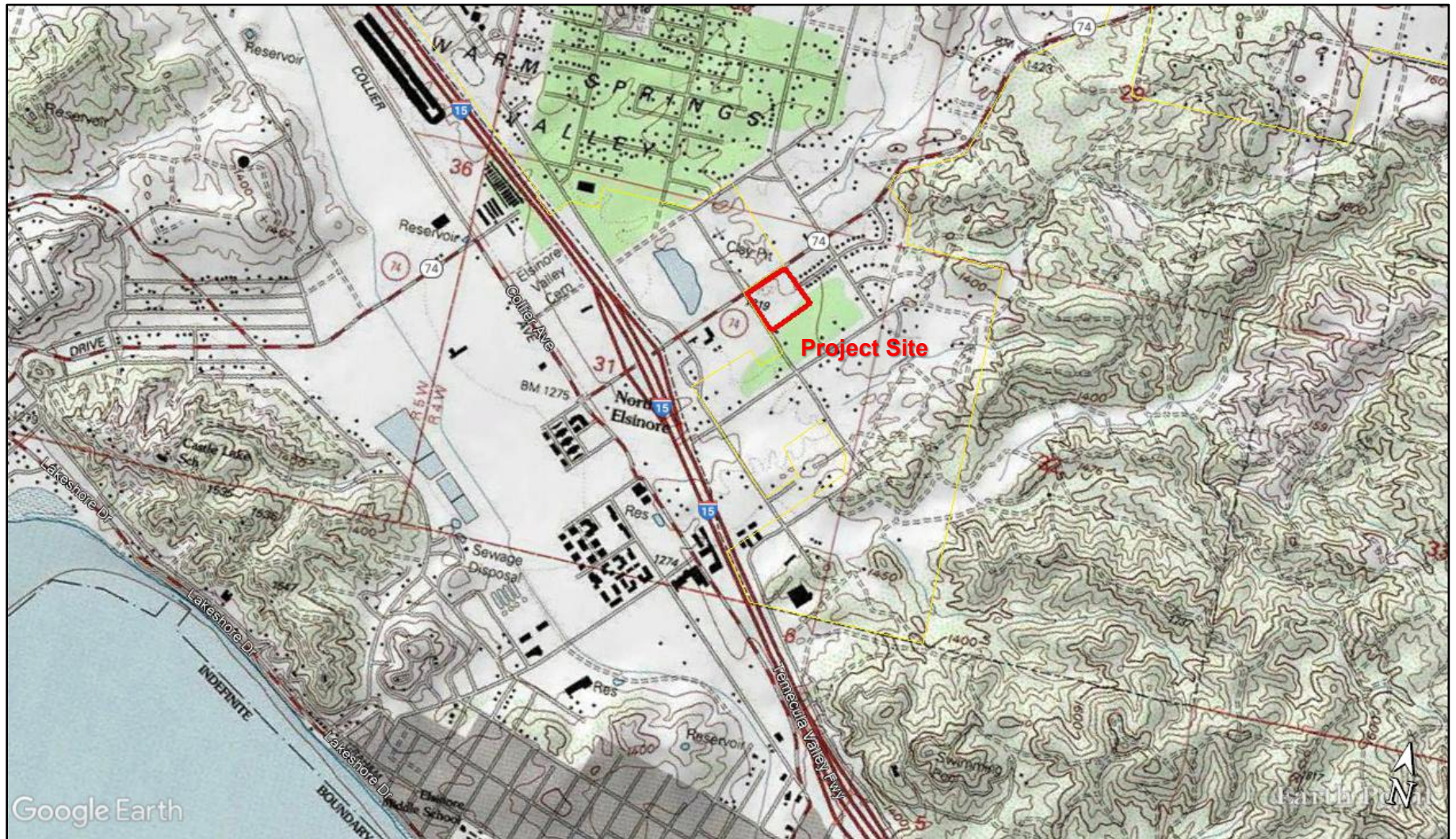




**Figure 2: Site Location – Aerial View**

*Source: ESRI Mapping Service*





**Figure 3: Site Location – USGS Map**

Source: Google Earth, Earth Point Topo Map





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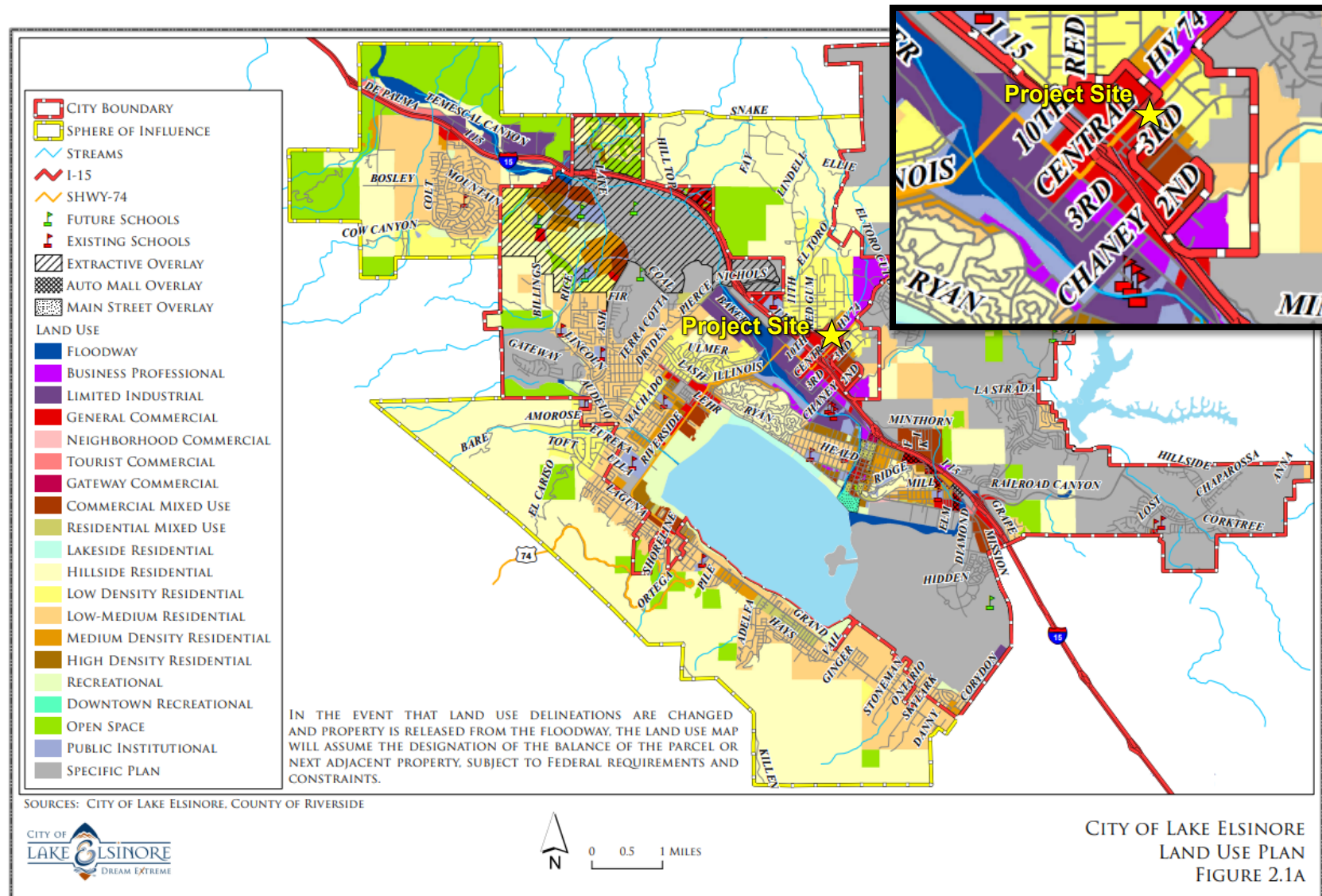


Figure 4: General Plan Land Use and Site Zoning

Source: City of Lake Elsinore.





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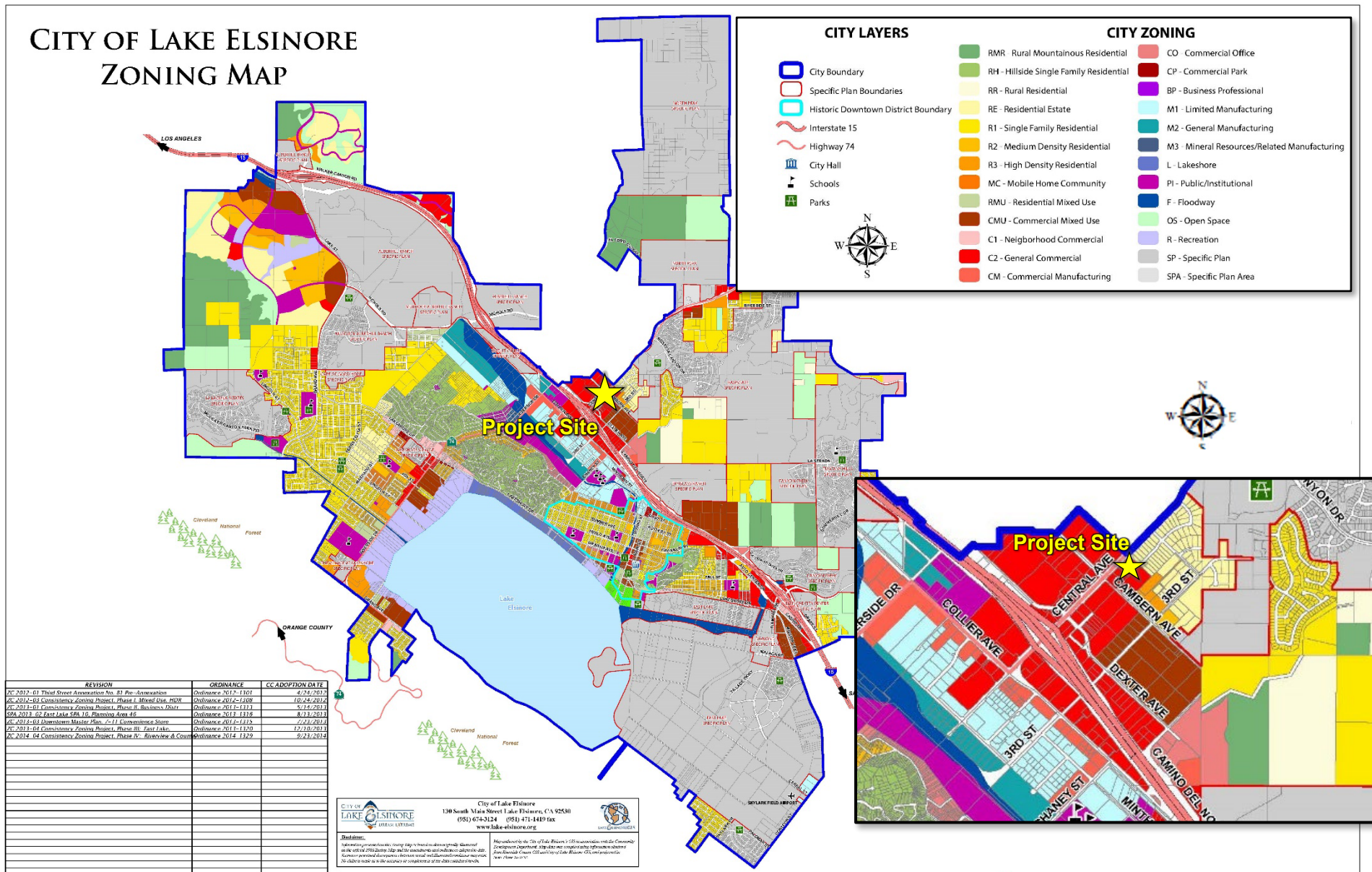


Figure 4-1: General Plan Land Use and Site Zoning

Source: City of Lake Elsinore.



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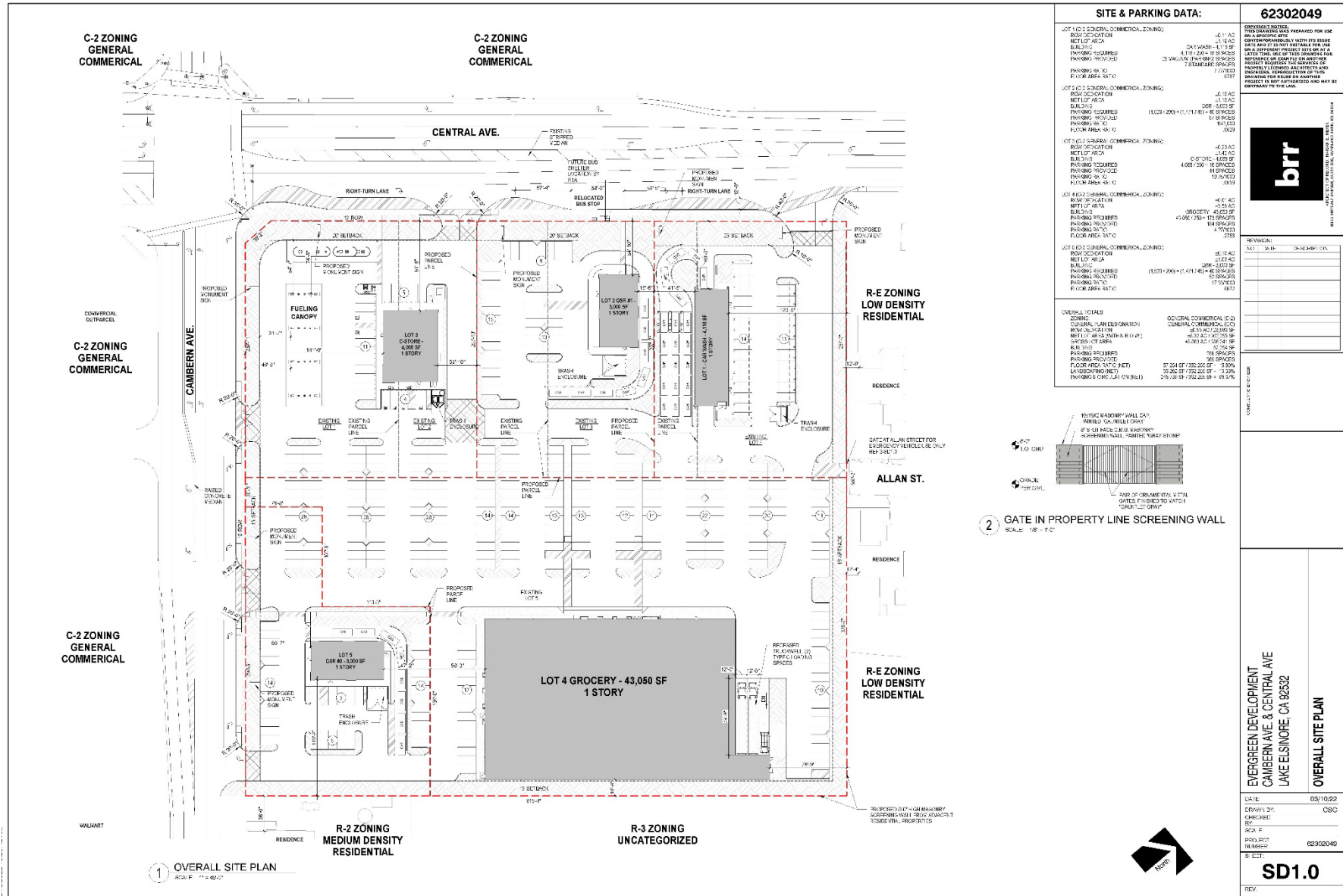


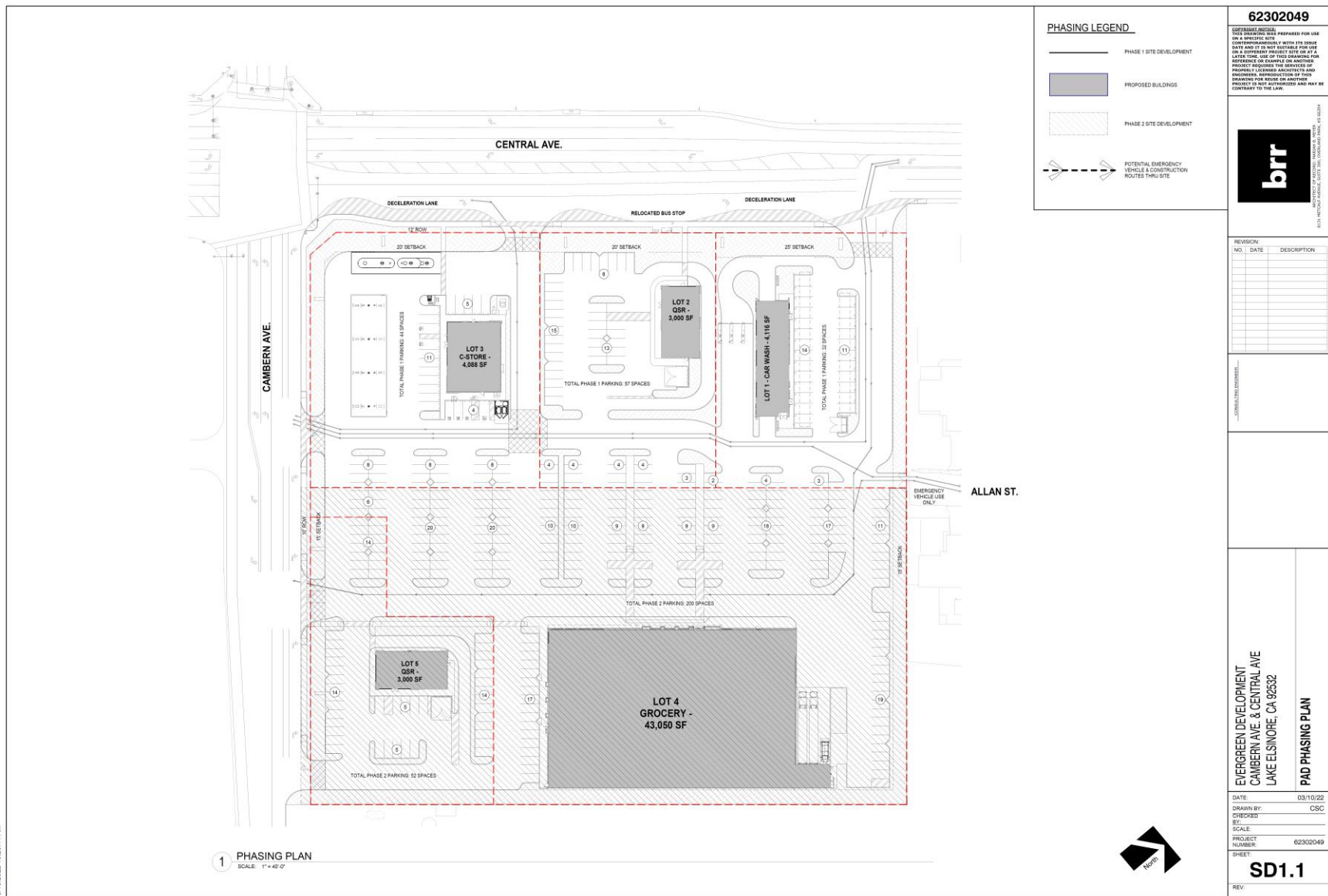
Figure 5: Site Plan Schematic

Source: BRR Architecture, Inc.





# Evergreen Commercial Development Project Initial Study/Mitigated Negative Declaration



**Figure 6: Site Phasing**  
Source: *BRR Architecture, Inc.*

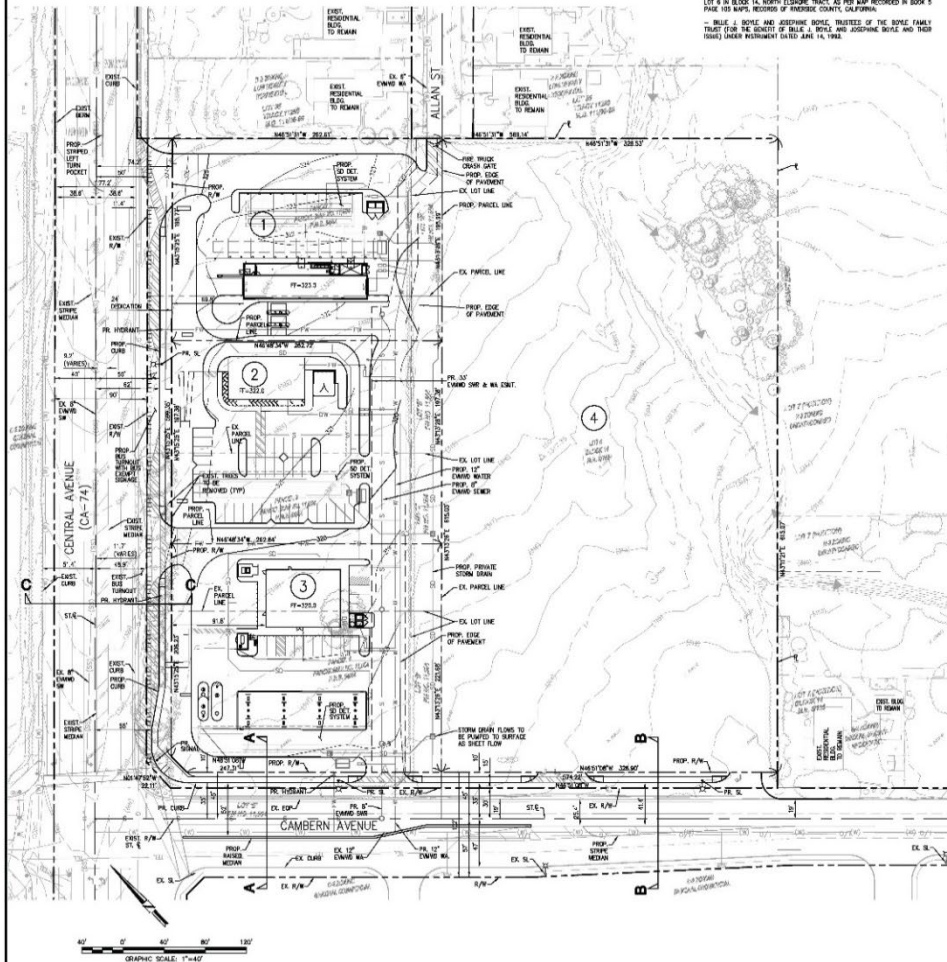


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## Evergreen Commercial Development Project Initial Study/Mitigated Negative Declaration

### TENTATIVE PARCEL MAP No. 38195

**NOTE**  
ACCESS RESTRICTIONS SHALL BE  
REMOVED AT PROPOSED  
CENTRAL AVENUE (STATE HWY 74)



GRAPHIC SCALE: 1"=40'

#### LEGAL DESCRIPTION

THE LAND HEREIN TO BE SHOWN IS SITUATED IN THE CITY OF LAKE ELSNORE, COUNTY OF IRVINE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:  
PARCELS 1, 2, 3 AND 4 OF PARCEL MAP NO. 11504, AS SHOWN BY MAP ON FILE IN BOOK 24, PAGE 44 OF PUBLIC MAPS, RECORDS OF IRVINE COUNTY, CALIFORNIA.

#### RECORD OWNERS

LOT 8 IN BLOCK 16, NORTH ELSNORE TRACT, AS PER MAP RECORDED IN BOOK 5 PAGE 105 MAPS, RECORDS OF IRVINE COUNTY, CALIFORNIA.  
LOT 9 IN BLOCK 16, NORTH ELSNORE TRACT, AS PER MAP RECORDED IN BOOK 5 PAGE 105 MAPS, RECORDS OF IRVINE COUNTY, CALIFORNIA.  
LOT 10 IN BLOCK 16, NORTH ELSNORE TRACT, AS PER MAP RECORDED IN BOOK 5 PAGE 105 MAPS, RECORDS OF IRVINE COUNTY, CALIFORNIA.

#### PROJECT ADDRESS

18650 CAMBER AVENUE  
LAKE ELSNORE, CALIFORNIA  
OWNER/DEVELOPER  
DRC ENGINEERING, INC.  
2500 EAST EMERALD ROAD, SUITE 410  
FOLSOM, CA 95630  
CONTACT: JON RIVKIN  
(916) 946-8600  
(916) 946-8601

#### ENGINEER

DR. ENGINEERING  
1800 WEST 18TH AVENUE, SUITE 210  
ANHEIM HILLS, CA 92808  
PH: (714) 408-0077 EXT 204  
ATTN: CHIEF ENGINEER

#### CITY OF LAKE ELSNORE STAFF

CITY ENGINEER: JON RIVKIN  
CITY PLANNING: JON RIVKIN  
CITY ENGINEER: JON RIVKIN

#### PLANNING COMMISSION

CHAIRMAN: RUSSELL KLAARBERGER  
MEMBERS: JON RIVKIN, JON RIVKIN, JON RIVKIN

#### SEWER UTILITIES

EASTERN VALLEY MUNICIPAL WATER DISTRICT  
3105 GARDEN STREET  
LAKE ELSNORE, CA 92530  
PH: (916) 474-4140

#### WATER UTILITIES

EASTERN VALLEY MUNICIPAL WATER DISTRICT  
3105 GARDEN STREET  
LAKE ELSNORE, CA 92530  
PH: (916) 474-4140

#### TELEPHONE

PORTER  
6 SOUTH 4TH STREET  
LAKE ELSNORE, CA 92530  
PH: (916) 474-4140

#### ELECTRIC

SOUTHERN CALIFORNIA Edison  
1000 FOLSOM STREET  
FOLSOM, CA 95630  
PH: (916) 244-8301

#### GAS

SOGAL GAS COMPANY  
201 E. FOLSOM STREET  
FOLSOM, CA 95630  
PH: (916) 427-2200

#### CABLE

CHARTER COMMUNICATIONS/SPECTRUM  
2200 CENTRAL AVENUE  
IRVINE, CA 92614  
PH: (949) 452-1881

#### PARCEL SUMMARY

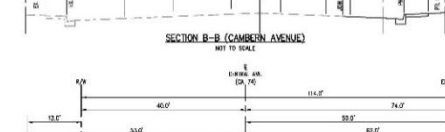
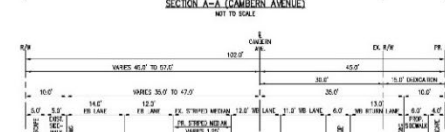
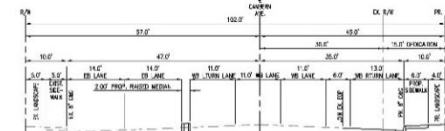
PARCEL NO. AREA (ACRES) PAR USE PAR AREA (SQ FT)  
1 1.18 CAMP 47,110  
2 1.18 CAMP 47,110  
3 1.33 C-STORE 4,380  
4 0.00 UNDEVELOPED 0  
TOTAL 3.69 100,600

LOT 10, LOT 9, LOT 8 AND LOT 7 OF PARCEL MAP 11504 TO BE ACQUIRED PER SEPARATE INSTRUMENT.



#### LINE LEGEND

- PROPOSED PROPERTY LINE/RIGHT-OF-WAY
- EXISTING PROPERTY LINE/RIGHT-OF-WAY
- CENTER LINE
- EXISTING LOT LINE
- PROPOSED LOT LINE
- SEWER
- STORM DRAIN
- WATER
- EXISTING FENCE
- PROPOSED WALL
- EXISTING BUILDING
- EXISTING WATER COURSE
- PROPOSED PARCEL NUMBER
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED STREET LIGHT



PROJECT: EVERGREEN LAKE ELSNORE  
18650 CAMBER AVENUE  
LAKE ELSNORE, CALIFORNIA  
TENTATIVE PARCEL MAP 38195

DATE: 5/14/2008  
DRAWN BY: JON RIVKIN  
CHECKED BY: JON RIVKIN  
PROJECT NO.: 08-000  
SHEET NUMBER: 1  
SCALE: AS SHOWN

NOT FOR CONSTRUCTION

Figure 7: Tentative Parcel Map No. 38195 (Phase 1)

Source: DRC Engineering, Inc.





# Evergreen Commercial Development Project Initial Study/Mitigated Negative Declaration

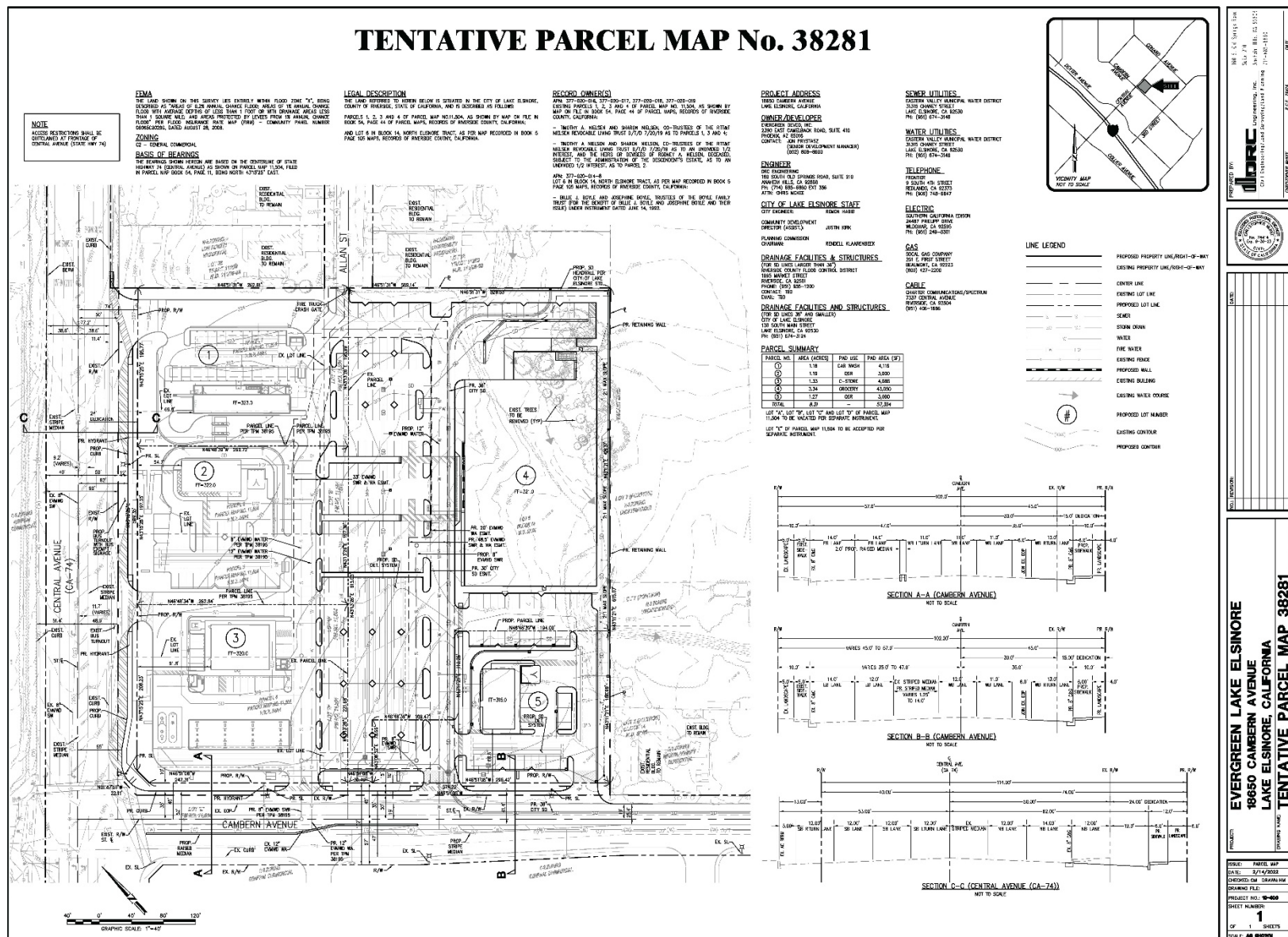


Figure 8: Tentative Parcel Map No. 38281 (Phase 2)

Source: *DRC Engineering, Inc.*







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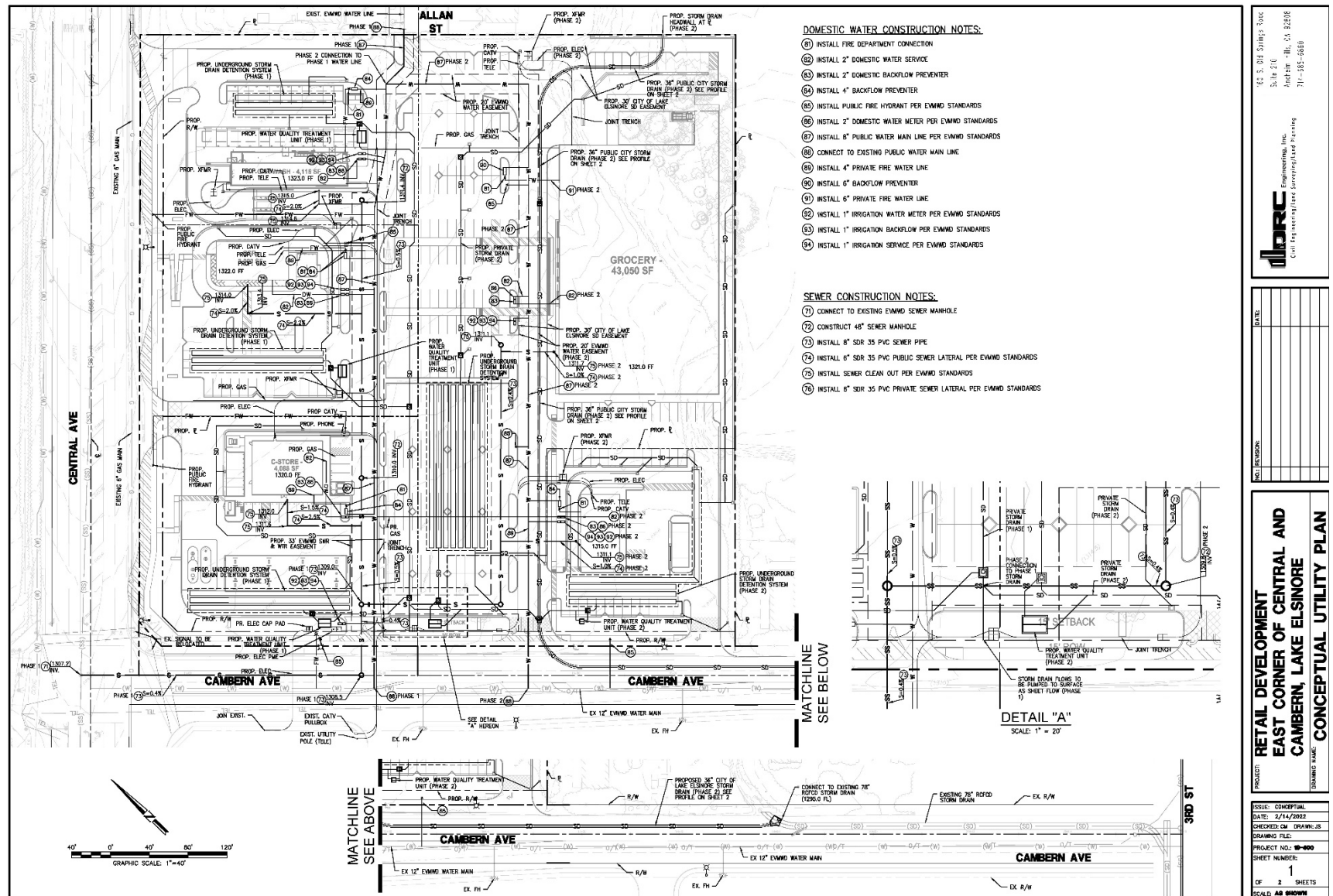


Figure 10: Utility Plan

Source: DRC Engineering, Inc.





### **III. ENVIRONMENTAL CHECKLIST**

#### **A. BACKGROUND**

**1. Project Title:** Evergreen Commercial Development Project

**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, Planning Manager  
(951) 674-3124 Ext. 913 [dabraham@lake-elsinore.org](mailto:dabraham@lake-elsinore.org)

**4. Project Location:**

Undeveloped parcels along the south side of Central Avenue/State Route 74 (SR-74), approximately 0.32 mile east of Interstate 15 (I-15) in the City of Lake Elsinore, County of Riverside; Assessor's Parcel Number [APNs] 377-020-014, 377-020-016, 377-020-017, 377-020-018, and 377-020-019.

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

Evergreen Devco, Inc.  
2390 E. Camelback Road, Suite 410  
Phoenix, AZ 85016

**6. General Plan Designation:** General Commercial (GC)

**7. Zoning:** General Commercial (C-2)

**8. Description of Project:**

The Proposed Project consists of construction of a 57,254 square foot (SF) commercial center that consists of an anchor grocery store, several quick-serve restaurants, a drive-through car wash, and a fuel station, which would be constructed in two phases over a total of 8.863 acres. See Section II above for a more complete description of the Proposed Project.

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

The Project Site is zoned C-2 (General Commercial) and is bounded to the north by Central Avenue/SR-74 with undeveloped land designated as General Commercial (C-2) beyond to the north, on the east by single-family residential properties zoned Residential Estate (R-E), on the south by residential properties zoned Medium Density Residential (R-2) and vacant land zoned High Density Residential (R-3) and to the west by Cambern Avenue and commercial properties zoned General Commercial (C-2) beyond. Vehicular Access to the Project Site would be immediately taken from Lake Street, located to the West. Vehicular Access to the Project Site would be taken from Central Avenue and Cambern Avenue. The Project Site can be accessed from the I-15 freeway, via Central Avenue/SR-74.

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

The project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction of Land Disturbance Activities (State Water Resources Control Board [SWRCB] Order No. 2009-0009-DWQ, NPDES No. CA2000002), in addition to related City requirements for storm water and erosion control; South Coast Air Quality Management District (SCAQMD) Permit to Operate; California Department of Fish and Wildlife and Regional Water Quality Control Board authorizations related to fill of aquatic feature on the Project Site; and a driveway encroachment permit through the California Department of Transportation (Caltrans).

**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 Tribes on November 24, 2021. Of the tribes notified, the Rincon Band of Luiseño Indians, Pechanga Band of Luiseño Indians, and the Soboba Band of Luiseño Indians requested formal government-to-government consultation under AB 52. Consultation meetings were held on January 4, 2022 with the Rincon Band of Luiseño Indians, on January 13, 2022 with the Soboba Band of Luiseño Indians, and on January 27, 2022 with the Pechanga Band of Luiseño Indians. The City concluded consultation with the Rincon Band of Luiseño Indians on January 6, 2022, the Soboba Band of Luiseño Indians on January 13, 2022, and with the Pechanga Band of Luiseño Indians on August 15, 2022. Mitigation measures have been added to address a concern over the potential for uncovering tribal cultural resources (TCRs) or other tribal affiliated resources during construction of the Project. Please see Section XVIII of the Initial Study Environmental Checklist for more detail.

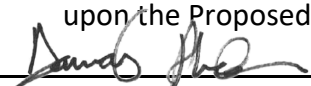
## **B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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 type="checkbox"/> Biological Resources           | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Cultural Resources             | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Energy                         | <input type="checkbox"/> Transportation                     |
| <input type="checkbox"/> Geology/Soils                  | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Greenhouse Gas Emissions       | <input 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, Planning Manager

09/06/2022  
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"/>

**Evergreen Commercial Development Project  
Initial Study/Mitigated Negative Declaration**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<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 type="checkbox"/>	<input checked="" 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	<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
Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				
<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 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),	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Evergreen Commercial Development Project Initial Study/Mitigated Negative Declaration

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
creating substantial risks to life or property?				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
<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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Evergreen Commercial Development Project  
Initial Study/Mitigated Negative Declaration**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
indirectly to a significant risk of loss, injury or death involving wildland fires?				
<b>X. HYDROLOGY AND WATER QUALITY. Would the project:</b>				
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 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 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"/>
<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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



**Evergreen Commercial Development Project  
Initial Study/Mitigated Negative Declaration**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				
<b>XIII. NOISE. Would the project result in:</b>				
a) Generation of a substantial temporary or permanent increase in ambient of 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

or be accelerated?				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<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 addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guideline 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"/>
<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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:** The State CEQA Guidelines do not provide a definition of what constitutes a “scenic vista” or “scenic resource” or a reference as to from what vantage point(s) the scenic vista and/or resource, if any, should be observed. Scenic resources are typically landscape patterns and features that are visually or aesthetically pleasing and that contribute affirmatively to the definition of a distinct community or region such as trees, rock outcroppings, and historic buildings. A scenic vista is identified as a public vantage viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Common examples may include a public vantage point that provides expansive views of undeveloped hillsides, ridgelines, and open space areas that provide a unifying visual backdrop to a developed area.

Important factors in determining whether the Proposed Project would block or diminish scenic vista quality includes the project’s proposed height, mass, and location relative to surrounding

land uses and public travel corridors.

The Project Site and surrounding area is relatively flat, and mostly undeveloped and contains no views of scenic vistas on site, and there are no visual resources on the Project Site. The Project Site is bounded by vacant property to the northwest, commercial centers to the southwest and southeast of Cambern Avenue. Residential land uses exist to the east and southeast of 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, located approximately 1.6 miles southeasterly of the Project Site. The City's General Plan Figure 4.10 – *Viewshed and Vantage Points* identifies various areas within the City of Lake Elsinore that may have a view of the lake, as well as identifies specific vantage points of Lake Elsinore that are to be visually maintained. These vantage points are generally located adjacent to the lake approximately 1.6 miles southeasterly of the Project Site. The Project Site is not identified as a vantage point, and there are no vantage points in the immediate Project vicinity. 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 more than 1.6 miles northwesterly of 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 highest elevation of the Proposed Project would be the grocery store at 40 feet high.

The Proposed Project provides a 20-foot setback along Central Avenue/SR-74 and a 15-foot setback along Cambern Avenue. An 8-foot-high concrete wall would be installed along the south and east property boundaries that are adjacent to the residential areas. 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 because the Project would be constructed within City's height standards. Therefore, potential impacts associated with a scenic vista would be less than significant.

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

Sources: General Plan EIR, 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 on 8.863-acres (gross). The Project Site is located on the southeast corner of Cambern Avenue and Central Avenue/SR-74, approximately 0.32 mile east of I-15.

The Project Site is located near SR-74 and I-15. According to the California Scenic Highway Mapping System, there are no eligible scenic highways near the Project Site. 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, which is more than 10 miles from the Project Site. 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.

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) which governs species, maintenance, and care of trees within the public right-of-way and parks. There are no trees existing on the Project Site and therefore the ordinance does not apply to 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 <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways> on July 19, 2022).

*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:** The Project Site is 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 of a previously disturbed, undeveloped parcel located in a commercially zoned area of the City. The Project Site is bounded to the north by Central Avenue/SR-74 and undeveloped land designated as General Commercial (C-2) beyond, to the east by single-family residential properties zoned Residential Estate (R-E), to the south by residential properties zoned Medium Density Residential (R-2) and vacant land zoned High

Density Residential (R-3) and to the west by Cambern Avenue and commercial properties zoned General Commercial (C-2) beyond. Vehicular Access to the Project Site would be immediately taken from Central Avenue and Cambern Avenue.

The Proposed Project consists of construction of a 57,254 SF commercial center that consists of an anchor grocery store, several quick-serve restaurants, a gas station with a convenience store, and a separate drive-through car wash, which would be constructed in two phases over a total of 8.863 acres.

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 SR-74 and Cambern Avenue, including curbs, and sidewalks. The resulting aesthetic would be more organized, unified, and urban, compared to the existing conditions. While the Proposed Project would 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 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 designated 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 on the Project Site or 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 Site is not located within or adjacent to a property subject to a Williamson Act contract as there are no Williamson Act agricultural preserves located within the City of Elsinore. The Project Site zoning is General Commercial (C-2) and is surrounded by commercial and residential 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.

*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

*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 or conversion of forest land to non-forest use?*

**No Impact:** The historical use of the Project Site consisted of a clay pit mining operation between approximately 1949 and approximately 1974. The surrounding properties historically were undeveloped. The site currently does not include any farmland or forest land that would be converted to a non-agricultural or non-forest use.

The Proposed Project would be consistent with the existing zoning designation of General Commercial (C-2). 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 F), 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 - Air Quality and Greenhouse Gas Assessment, Proposed Commercial Development SE Corner of Cambern Ave and Central Ave, Lake Elsinore**, Salem Engineering Group, May 20, 2022). The results of the analysis are based on CalEEMod version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify criteria pollutants and GHG emissions associated with construction and operations from a variety of land use projects.

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

**Less Than Significant Impact:** The Project Site is in the City of Lake Elsinore, which is part of the South Coast Air Basin (SCAB) that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The SCAQMD's 2016 Air Quality Management Plan (AQMP) assesses the attainment status of the SCAB. The SCAQMD updates the AQMP every three years. Each iteration of the AQMP is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was adopted on March 3, 2017.

As described below, the Proposed Project would not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan (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 air quality regional plan that applies to the Proposed Project includes the

SCAQMD AQMP. This section discusses any potential inconsistencies of the Proposed Project with the AQMP. 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 GP 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:

**Criterion 1:** Whether the project will 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.

**Criterion 2:** Whether the project will exceed the forecasted growth assumptions incorporated within 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, neither short-term construction impacts, nor long-term operations would result in significant impacts based on the SCAQMD regional and 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 analysis for long-term local air quality impacts showed that local pollutant concentrations would not be projected to exceed the air quality standards.

Therefore, the Proposed Project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for Criterion 1.

#### **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 that the analyses conducted for the Proposed Project are based on the same forecasts as the AQMP. The 2016- 2040 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, 2016, includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable

regional plans under CEQA. For this Project, the County of Riverside Land Use Map defines the assumptions that are represented in the AQMP.

The Project Site has a General Plan Land Use Designation of General Commercial (GC) and a zoning designation of General Commercial (C-2). The City of Lake Elsinore General Plan states that the GC land use designation is intended to provide for retail, services, restaurants, professional and administrative offices, hotels and motels, mixed-use projects, public and quasi-public uses, and similar and compatible uses. The Proposed Project consists of construction of a 57,254 square foot (SF) commercial center that consists of an anchor grocery store, several quick-serve restaurants, a gas station with a convenience store, and a separate drive-through car wash, which would be constructed in two phases over a total of 8.863 acres. Therefore, the Proposed Project would not result in an inconsistency with the current land use designations with respect to the regional forecasts utilized by the AQMPs. 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, and no mitigation would be required.

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

Sources: *Air Quality and Greenhouse Gas Assessment, Proposed Commercial Development SE Corner of Cambern Ave and Central Ave, Lake Elsinore*, Salem Engineering Group, May 20, 2022 (Appendix A)

*b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

**Less Than Significant Impact:** The 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 precursor).

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 regional by nature. The SCAB has been designated by EPA for the national standards as a non-attainment area for O<sub>3</sub>, PM<sub>2.5</sub>, and partial non-attainment for lead. In addition, PM<sub>10</sub> has been designated by the State as non-attainment. 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 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>. 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 2024 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 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 3 - Regional Significance – Unmitigated Construction Emissions [pounds/day]**. 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 3 - Regional Significance – Unmitigated Construction Emissions (pounds/day)**

<b>Emission Source</b>	<b>ROG</b>	<b>NOX</b>	<b>CO</b>	<b>SOX</b>	<b>PM10</b>	<b>PM2.5</b>
Regional Significance Thresholds	75	100	550	150	150	55
Maximum Daily Emissions	18.21	33.13	23.45	0.07	10.66	6.08
<b><i>Regional Construction Thresholds Exceeded?</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>
Local Significance Thresholds	-	371	1,965	-	13	8
Maximum On-Site Emissions	-	33.08	19.70	-	10.46	6.03
<b><i>Local Construction Thresholds Exceeded?</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></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
- Energy Source Emissions
- Mobile Source Emissions
- Gasoline Dispensing Emissions

**Table 4 – Estimated Annual Operational Emissions (Unmitigated)** 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 4 – Estimated Annual Unmitigated Operational Emissions (pounds/day)**

<b>Emission Source</b>	<b>ROG</b>	<b>NOX</b>	<b>CO</b>	<b>SOX</b>	<b>PM10</b>	<b>PM2.5</b>
Regional Significance Thresholds	55	55	550	150	150	55
Maximum Daily Operational Emissions	12.63	11.38	91.69	0.19	19.65	5.37
<b><i>Regional Operational Thresholds Exceeded?</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>
Local Significance Thresholds	-	371	1965	-	4	2
On-Site Operational Emissions	-	1.77	9.74	-	2.01	0.58
<b><i>Local Operational Threshold Exceed?</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>

### **Cumulative Health Impacts**

Projects involving traffic impacts may result in the formation of locally high concentrations of CO, known as CO “hot spots.” A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 ppm or the federal and state eight-hour standard of 9.0 ppm (CARB 2016). The SCAB is in conformance with state and federal CO standards, and most air quality monitoring stations no longer report CO levels. No stations in the vicinity of the Project Site have monitored CO since 2012. In 2012, the Lake Elsinore station detected an 8-hour maximum CO concentration of 0.5 ppm, which is below the state and federal standards (CARB 2019). The Proposed Project would result in CO emissions of approximately 92 pounds per day, well below the 550 pounds per day threshold. Based on the low background level of CO in the project area, improving vehicle emissions standards for new cars in accordance with state and federal regulations, and the project’s low level of operational CO emissions, the project would not create new hotspots or contribute substantially to existing hotspots, and impacts would be less than significant.

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

Sources: *Air Quality and Greenhouse Gas Assessment, Proposed Commercial Development SE Corner of Cambern Ave and Central Ave, Lake Elsinore*, Salem Engineering Group, May 20, 2022 (Appendix A)

*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 results in Table 3 and Table 4 identify that neither construction nor operations exceed localized thresholds for criteria pollutants. 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.

The sensitive receptors nearest to the Project Site are single-family residences adjacent to the Project site’s eastern and southern boundaries. Since the fuel station would be located on the western corner of the site, it would not be immediately adjacent to the sensitive receptors. Residences to the south are sited approximately 509 feet (155 meters) from the fuel station, and residences to the east are sited approximately 574 feet (175 meters) from the fuel station (Appendix A).

#### 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 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.

#### Toxic Air Contaminants Impacts from Operations

The Proposed Project includes a service station with eight fuel pumps with two dispensers each, for a total of 16 fuel pumps, along with ancillary service station equipment including two (2) USTs and has been estimated to have a throughput of 1 million gallons of fuel 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 RiskTool (V1.103) R040919 (Appendix A). The RiskTool is a screening tool that provides a Maximum Individual Cancer Risk (MICR) result based on factors such as storage tank type, annual throughput, best available control technology for toxics (T-BACT), closest meteorological station, and the nearest residential and commercial uses.

The meteorological station closest to the site would be the Lake Elsinore Station, which is approximately 2.5 miles south of the Project Site. The resident MICR was calculated using the distance of the closest single-family residences to the south are sited approximately 509 feet (155 meters) from the fuel station. The worker MICR was calculated using the distance of the closest commercial use west of the site at approximately 246 feet (75 meters). The distances are based on the distance from the fuel canopy to the property line of the receptors.

SCAQMD has developed significance thresholds for the emissions of TACs based on health risks associated with elevated exposure to such compounds. For carcinogenic compounds, cancer risk is assessed in terms of incremental excess cancer risk. A project would result in a potentially significant impact to sensitive receptors if it would generate an incremental excess cancer risk of 10 in 1 million.

Based on this screening procedure it is anticipated that no residential sensitive receptors in the vicinity of the Project Site would be exposed to a cancer risk of less than 1 in 1 million which is less than the applicable threshold of 10 in 1 million. This screening-level risk estimate is very conservative (i.e., it would overstate rather than understate potential impacts). Furthermore, pursuant to SCAQMD Rule 1401 and Rule 212, the fuel station of the Project would require a permit to construct and operate a gasoline dispensing facility from the SCAQMD. Rule 1401 provides specific requirement thresholds a stationary source must meet that would ensure no significant health risk impacts before a permit is granted. Rule 212 requires sources to eliminate, reduce, or control the emission of air contaminants before issuance of a permit to construct and operate. As part of the review SCAQMD would review the facility design and location of the fuel station for compliance with SCAQMD standards for air quality and community health. Pursuant to the State's Enhanced Vapor Recovery (EVR) program, SCAQMD Rule 461 requires all retail service stations to have Phase I and Phase II EVR systems to control gasoline emissions and reduce the release of volatile organic compounds and TACs such as benzene, ethylbenzene, and naphthalene.

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

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

Sources: *Air Quality and Greenhouse Gas Assessment, Proposed Commercial Development SE Corner of Cambern Ave and Central Ave, Lake Elsinore, Salem Engineering Group, May 20, 2022 (Appendix A)*

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

**Less Than Significant Impact:** During construction, diesel equipment operating at the site may generate some nuisance odors; however, due to the distance of sensitive receptors to the Project Site and the temporary nature of construction, odors associated with project construction would not be significant.

Land uses typically associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. Fuel stations aren't typically associated with fuel odor complaints. These land uses are not proposed for the Proposed Project.

The Proposed Project includes trash bins and fuel dispensing activities which could generate potential odor. 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 fueling station being more than 500 feet 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.

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.

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

Sources: Sources: *Air Quality and Greenhouse Gas Assessment, Proposed Commercial Development SE Corner of Cambern Ave and Central Ave, Lake Elsinore, Salem Engineering Group, May 20, 2022 (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 type="checkbox"/>	<input checked="" 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 – *Evergreen Commercial Development Project Biological Resources Technical Report*, ESA, July 2022). An Aquatic Resources Delineation Report was prepared to determine acreages of impact for regulatory compliance for the Proposed Project (Appendix B-1 - *Evergreen Commercial Development Project – Aquatic Resources Delineation Report*, ESA, August 2022).

No special-status plant species were detected during the focused special-status plant survey. Two special-status wildlife species, Cooper’s hawk (*Accipiter cooperii*) and burrowing owl (*Athene cunicularia*), were identified as having a moderate potential to occur on-site. However, the native

habitat on-site to support these species is limited.

A drainage occurs on site (Drainage 1), encompassing approximately 0.09 acre. A formal jurisdictional delineation to determine acreages of impact for regulatory compliance was completed for the Proposed Project (Appendix B-1).

Overall, the Proposed Project is anticipated to disturb approximately 8.87 acres of which 7.79 acres are already disturbed or comprise non-native grasslands, and approximately 1.09 acres of Red Gum trees and scale broom occur within or around Drainage 1.

*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:**

Special-Status Plants

Special-status plants were not identified within the Project Site during the focused special-status plant survey conducted as part of the study in Appendix B, and, according to Section 6.1.3, Protection of Narrow Endemic Plant Species, and 6.3.2, Additional Survey Needs and Procedures of the MSHCP, the Project Site does not fall within a required survey area for special-status plants with potential to occur (Appendix B). Therefore, no impacts to special-status plants are anticipated, and with participation in the MSHCP (the City of Lake Elsinore is an MSHCP permittee), the Proposed Project will ensure no impacts to special-status plants will occur.

Special-Status Wildlife

Although two special-status wildlife species, Cooper's hawk, and burrowing owl, were identified as having a moderate potential to occur on-site (Appendix B), the native habitat on-site to support these species is limited. The removal of 1.00 acre of river red gum groves, 0.11 acre of non-native grasses and forbs, 7.68 acres of disturbed/developed habitat is not expected to threaten regional populations and would therefore not be significant.

Critical Habitat

The Project Site does not occur within or immediately adjacent to critical habitat for any special status plant or wildlife species; therefore, there would be no impacts to critical habitat as a result of project activities.

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The Project Site is located within the Western Riverside County Multiple Species Habitat



Conservation Plan (MSHCP) Elsinore Area Plan. The Project Site is not located in the Amphibian Survey Area, Burrowing Owl Survey Area, or Mammal Survey Area as defined by Section 6.3.2 of the MSHCP; therefore, further ensuring these impacts are not significant, any potential project impacts to wildlife habitat that might occur would be addressed through participation in the MSHCP.

Therefore, the Project would not have 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. The potential impacts associated with impacts to candidate, sensitive, or special status species would be less than significant.

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

Sources: Habitat Assessment (Appendix B)

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

**Less Than Significant Impact With Mitigation Incorporated:** Scale broom scrub is a sensitive community that is present on-site and will be impacted by the Project (Appendix B). The removal of approximately 0.09 acre of scale broom scrub within Drainage 1 would be considered potentially significant. However, incorporation of **Mitigation Measure BIO-1** (purchase of mitigation credits at Soquel Canyon Mitigation Bank) would reduce impacts to MSHCP riparian/riverine areas and CDFW sensitive natural communities to a less-than significant level. Mitigation Measure BIO-1 applies only to Phase 2 of the Proposed Project as the sensitive community only occurs in the southern portion of the Project Site. A Determination of Biologically Equivalent or Superior Preservation (DBESP) report, as described in Section 6.1.2 of the MSHCP, will be prepared and will detail the existing conditions, proposed impacts, and proposed mitigation sufficient to offset impacts on scale broom scrub and MSHCP riparian/riverine areas. A more detailed discussion can be found in the *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis and Determination of Biologically Equivalent or Superior Preservation* (ESA 2022b), under separate cover.

**Mitigation Measures:**

**MM BIO-1 :** Mitigation for the permanent removal of 0.10 acre (469 linear feet) of potential other waters of the U.S. and State subject to Sections 404 and 401 of the CWA, and 0.26 acre (469 linear feet) of potential CDFW streams and associated vegetation subject to CFGC Code Section 1600, and MSHCP riparian/riverine areas (inclusive of the 0.09 acre of scale broom scrub [a CDFW sensitive natural community]) will be addressed through the purchase of credits from the Soquel Canyon Mitigation Bank, or other agency-approved mitigation bank or in-lieu fee program, at a minimum of 1:1 impact-to-replacement ratio. BIO-1 applies only to Phase 2 of the proposed project as the sensitive natural community and MSHCP riparian/riverine habitat only occurs in

the southern portion of the project site. A DBESP report, as described in Section 6.1.2 of the MSHCP, will be prepared and will detail the existing conditions, proposed impacts, and proposed mitigation sufficient to offset impacts on scale broom scrub and MSHCP riparian/riverine areas.

Sources: Habitat Assessment (Appendix B)

*c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

**Less Than Significant Impact:**

**Wetlands**

Although other waters of the United States and State, and aquatic features subject to CDFW's Section 1600 et seq. jurisdiction, are likely to be present on the site, no wetlands as defined by the Clean Water Act or the Porter-Cologne Water Quality Control Act occur on-site and therefore there will be no impacts to state or federally protected wetlands. See Section IV(b) above for an evaluation of impacts to these other waters and features and their associated riparian habitat.

**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 the following as identified in Appendix B:

- Arbuckle gravelly loam, 2 to 9 percent slopes, dry MLRA 19: Soils in this series are well-drained on alluvial fans. These soils developed in alluvium derived from igneous, metamorphic, and sedimentary rock. This is not a hydric soil.
- Garretson gravelly very fine sandy loam, 2 to 8 percent slopes: Soils in this series are well-drained soils on alluvial fans. These soils developed in alluvium derived from metasedimentary rock. This is not a hydric soil.

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 are required.

Sources: Habitat Assessment (Appendix B)

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

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

**Wildlife Movement**

As identified in the MSHCP (Figure 3-2, Schematic Cores and Linkages Map), wildlife migration corridors do not occur within the Project Site. Additionally, the Project Site is situated in a developed portion of the city, and Drainage 1 has been heavily modified both upstream and downstream from the Project Site. As a result, the available habitat is not expected to be used for wildlife migration or dispersal, to any measurable degree. Thus, no impact to wildlife movement and/or nursery sites is expected as a result of project activities.

**Nesting Birds**

The Proposed Project may result in the disturbance of nesting birds (passerine and raptors) protected by the MBTA and CFGC 3503, 3503.5, and 3513. Impacts to nesting birds would be potentially significant. Incorporation of **Mitigation Measure BIO-2** (nesting bird survey) would reduce impacts to nesting birds to a less-than-significant level.

**Mitigation Measures**

**MM BIO-2:** If construction is scheduled to commence during the avian nesting season (February 1–August 31), a qualified biologist should conduct a nesting bird survey within 7 days of the anticipated initial construction (clearing and grubbing of potential nesting vegetation) start date to identify any active nests within 500 feet of the Project Site. If an active nest is detected, a suitable avoidance buffer will be established by the biologist in the field. Construction activities will remain outside of the buffer until a qualified biologist determines that the nest is no longer active (e.g., chicks have fledged). Appropriate buffer distances include up to 300 feet for passerine species and up to 500 feet for raptors; however, these may be reduced at the discretion of the biologist, depending on the site-specific factors, such as the location of the nest, species tolerance to human presence, and the types of construction-related noises, vibrations, and human activities that would occur. If initial construction (clearing and grubbing) temporarily ceases for a period greater than 7 days, and activities expect to recommence during the avian nesting season, the Project Site (including surrounding 500 feet) will be resurveyed. Following the initial construction (clearing and grubbing), if there is no longer suitable habitat for nesting birds within the project area, a nesting bird survey shall no longer be required.

Sources: Habitat Assessment (Appendix B)

- 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.

Chapter 5.116, Significant Palm Trees, of the Lake Elsinore Municipal Code regulates the removal, destruction, and relocation of significant palms of five specific species (*Butia capitata*, *Phoenix canariensis*, *Phoenix reclinata*, *Phoenix roebelenii*, and *Washingtonia filifera*) and two palm genera (*Chamaerops* and *Trachycarpus*) that exceed 5 feet in height. No palm trees were identified within the Project Site. There are no other local policies or ordinances for the protection of other tree species that apply to the Project Site. 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 Project Site is located within the Western Riverside County MSHCP and lies within the Elsinore Area Plan of the MSHCP. However, the Project Site is not located within a MSHCP Criteria Area, which is comprised of individual Cells or Cell Groups identified to guide assembly of Additional Reserve Lands for the MSHCP Conservation Area. The local jurisdictions participating in the MSHCP, such as the City of Lake Elsinore, are collectively responsible for assembling approximately 97,000 acres of land for the MSHCP Conservation Area. Local acquisition of lands for the MSHCP Conservation Area are purchased by the Western Riverside County Regional Conservation Authority (RCA) from willing sellers using the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process, or other processes, such as the Joint Project/Acquisition Review (JPR) process during which the RCA and appropriate Permittee staff (i.e., City of Lake Elsinore) shall jointly review development applications that are within a Criteria Area and are submitted to a Permittee for consideration). However, since the Project Site is not located within a MSHCP Criteria Area and is therefore not subject to the HANS process or the JPR process, the Proposed Project would not conflict with MSHCP Reserve Assembly goals.

The Project's consistency with the MSHCP is summarized below. A more detailed discussion can be found in the Western Riverside County Multiple Species Habitat Conservation Plan

## Consistency Analysis and Determination of Biologically Equivalent or Superior Preservation (Appendix B).

The Project Site is not within any wildlife migration corridors identified in MSHCP Figure 3-2, Schematic Cores and Linkages Map.

With respect to the Proposed Project's consistency with MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), the removal of approximately 0.26 acre (469 linear feet) of potential MSHCP riparian/riverine areas would be considered potentially significant (Figure 5b of Appendix B). However, incorporation of **Mitigation Measure BIO-1** (purchase of mitigation credits at Soquel Canyon Mitigation Bank; applicable only during Phase 2 of the Proposed Project), the payment of development fees, and the implementation of appropriate Best Management Practices outlined in MSHCP would ensure that the project is consistent with the provisions of the MSHCP.

With respect to the Proposed Project's consistency with MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species) and Section 6.3.2 (Additional Survey Needs and Procedures), as stated throughout the document, the Project is not located within a Narrow Endemic Plant Species Survey Area as defined by Section 6.1.3, or Amphibian Survey Area, Burrowing Owl Survey Area, or Mammal Survey Area as defined by Section 6.3.2 of the MSHCP. Therefore, impacts to wildlife habitat would be covered through payment of the MSHCP development fees.

Section 6.1.4 of the MSHCP specifies that certain guidelines should be implemented for proposed projects located adjacent to or connected with existing conservation lands/lands described for conservation within the MSHCP Conservation Area; these include Public/Quasi-Public Land (PQP) Lands and conserved portions of the Criteria Area. The various guidelines include the management of site drainage/runoff and toxics/pollutants, grading, lighting, noise, invasive plant species, and wildlife barriers, to ensure that pre-project conditions are maintained during and following the completion of construction, to the degree feasible. The Proposed Project is not situated within, adjacent to, or connected with PQP Lands, or the Criteria Area; therefore, Section 6.1.4 of the MSHCP does not apply to this project, which would be consistent.

### **Mitigation Measures: MM BIO-1**

Sources: Habitat Assessment (Appendix B)

## 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 assessment was completed to determine potential impacts to cultural resources associated with the development of the Proposed Project (**Appendix C – Cultural Resources Assessment for the Evergreen Commercial Project, Riverside County, California, Paleowest Archaeology, June 2022**).

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:** Public Resources Code Section 15064.5(a) defines historical resources, which includes: *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 14 CCR, Section 4850 et seq.).*

The cultural resources assessment included a historical records search conducted at the Eastern Information Center (EIC). A total of 70 cultural resource studies have been conducted within a 1-mile radius of the Project area. The records search indicated that 21 cultural resources have been previously documented within 1 mile of the Project area; however, none of these resources were identified within or immediately adjacent to the Project area. The Proposed Project would be limited to the boundaries of the Project Site and would not result in any alterations to any of the previously recorded historical resources found within the Project area.

An archeologist from PaleoWest Archaeology performed an intensive pedestrian survey of the Project Site on May 14, 2021 by walking a series of parallel transects spaced at 10- to 15- meter (33- to 49-feet) intervals. The archaeologist inspected all areas within the Project Site likely to contain or exhibit sensitive cultural resources to ensure discovery and documentation of any visible, potentially significant cultural resources within the Project Site. No prehistoric or historic period cultural resources were identified during the survey. The survey, as well as a review of historic aerial imagery, indicated the Project area has been recently and likely repeatedly



disturbed. The likelihood of identifying intact archaeological resources in original context is considered low.

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.
5. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Treatment and Monitoring Agreements entered

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

6. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the Project Archeologist, in consultation with the Tribe(s), and shall be submitted to the City for their review and approval prior to implementation of the said plan.
7. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the Project Applicant and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the Community Development Director for decision. The Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the cultural and religious principles and practices of the Tribe(s). Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council.” Evidence of compliance with this mitigation measure, if a significant archaeological resource is found, shall be provided to City of Lake Elsinore upon the completion of a treatment plan and final report detailing the significance and treatment finding.

*Sources: Cultural Resources Assessment for the Evergreen Commercial Project, Riverside County, California, Paleowest Archaeology, June 2022 (Appendix C)*

*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:** Archaeological sites represent the material remains of human occupation and activity either prior to European settlement (prehistoric sites) or after the arrival of Europeans (historical sites). Refer to the analysis above in Section V.a. for the results of the records search and pedestrian survey conducted for the Project Site.

The cultural resources assessment in Appendix C included 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. The City prepared consultation invitation letters

to the Native American Tribes on the City's AB 52 consultation list that were mailed on November 24, 2021. Of the Tribes notified, the Rincon Band of Luiseño Indians, Pechanga Band of Luiseño Indians, and the Soboba Band of Luiseño Indians requested formal government-to-government consultation under AB 52. A complete summary of the consultations is provided in Section XVIII, Tribal Cultural Resources.

Based on the record searches performed by the NAHC and the EIC, and results of the intensive pedestrian survey performed by Paleowest, no known archaeological resources are present on the Project Site, which has been disturbed by previous ground disturbing activities. However, the information provided by the Tribes regarding tribal cultural resources supports that the Project maintains sensitivity for subsurface tribal cultural resources to which the Tribes ascribe tribal value. In addition, the consulting tribes expressed concern that the Project area is sensitive for cultural resources and there is the possibility that previously unidentified resources might be found during ground disturbing activities.

Per Section V.a. above, **MM CUL-1** has been included to address inadvertent discovery of archaeological resources during ground disturbing activities. In addition, **MM CUL-2** through **MM CUL-5** have been agreed upon through consultation between the City and Tribes to further address unanticipated subsurface tribal cultural resource discoveries during Project construction. Mitigation includes preparation of a Cultural Resource Monitoring Program (CRMP) to provide monitoring by a qualified archaeologist and construction staff training, retention of tribal cultural monitoring during ground disturbing activities, and preparation of a Phase IV report after conclusion of on-site archaeological monitoring.

With implementation of **MM CUL-1 through MM CUL-5**, potential impacts associated with archeological resources would be less than significant.

#### **Mitigation Measures:**

**MM CUL-2: *Archaeologist/CRMP.*** Prior to issuance of grading permits, the applicant/developer shall provide evidence to the Community Development Department that a Secretary of Interior Standards qualified and certified Registered Professional Archaeologist (RPA) has been contracted to implement a Cultural Resource Monitoring Program (CRMP) that addresses the details of all activities that must be completed and procedures that must be followed regarding cultural resources associated with this project. The CRMP document shall be provided to the Community Development Director or their designee for review and approval prior to issuance of the grading permit. The CRMP provides procedures to be followed and are to ensure that impacts on cultural resources will not occur without procedures that would reduce the impacts to less than significant. These measures shall include, but shall not be limited to, the following:

Archaeological Monitor - An adequate number of qualified monitors shall be present to ensure that all earth-moving activities are observed and shall be on-site during all

grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The Project Archaeologist determines the frequency and location of inspections, in consultation with the Tribal monitor.

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

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

Phase IV Report - A final archaeological report shall be prepared by the Project archaeologist and submitted to the Community Development Director or their designee prior to grading final. The report shall follow County of Riverside requirements and shall include at a minimum: a discussion of the monitoring methods and techniques used; the results of the monitoring program including any artifacts recovered; an inventory of any resources recovered; updated DPR forms for all sites affected by the development; final disposition of the resources including GPS data; artifact catalog and any additional recommendations. A final copy shall be submitted to the City, Project Applicant, the Eastern Information Center (EIC), and the Tribe.

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

with the tribes. Evidence of such shall be provided to the Community Development Department:

1. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
2. Relocation of the resources on the Project property. The measures for relocation shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts by means of a deed restriction or other form of protection (e.g., conservation easement) in order to demonstrate avoidance in perpetuity.

Relocation shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

3. If preservation in place or reburial is not feasible then the resources shall be curated in the culturally sensitive matter at a Riverside County curation facility that meets State Resources Department of Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report. Evidence of compliance with this mitigation measure, if a significant archaeological resource is found, shall be provided to the City of Lake Elsinore upon completion of a treatment plan and final report detailing the significance and treatment of finding.

**MM CUL-4: Tribal Monitoring.** Prior to the issuance of a grading permit, at least 30 days prior to the issuance, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the AB 52 and/or the SB 18 process (“Monitoring Tribes”). The applicant shall coordinate with

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

**MM CUL-5: *Phase IV Report.*** Upon completion of the implementation phase, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the County website. The report shall include results of any feature relocation as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting. Once the report is determined to be adequate, two (2) copies shall be submitted to Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Monitoring Tribes.

Sources: *Cultural Resources Assessment for the Evergreen Commercial Project, Riverside County, California*, Paleowest Archaeology, June 2022 (Appendix C)

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

**Less Than Significant with Mitigation Incorporated:** Based on an analysis of records and archaeological survey of the property, it has been determined that the Project Site does not include a formal cemetery or any known archaeological resources that might contain interred human remains. 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 measures **MM CUL-6 and MM Cul-7**, the Project is not anticipated to disturb any human remains. Therefore, impacts are less than significant with mitigation.

**Mitigation Measures:**

**MM CUL-6: *Discovery of Human Remains.*** In the event that human remains (or remains that may be human) are discovered at the Project Site during grading or earthmoving, the construction contractors, project archaeologist and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project applicant shall then inform the Riverside County Coroner and the City of Lake Elsinore Community Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains and that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. If human remains are determined to be Native American, the applicant shall comply with the state law relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC within 24 hours and the NAHC will make the determination of most likely descendant. The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resource Code Section 5097.98. In the event that the applicant and the MLD are in disagreement regarding the disposition of the remains. State law will apply, and the mediation process will occur with the NAHC, if requested (see PRC Section 5097.98(e) and 5097.94(k)).

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

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

such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

Sources: *Cultural Resources Assessment for the Evergreen Commercial Project, Riverside County, California*, Paleowest Archaeology, June 2022 (Appendix C)

## 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 D – Evergreen Development Energy Assessment**, JK Consulting Group, December 21, 2021).

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.

*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. 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 D and is provided in Table 5 – *Project Construction Energy Consumption*.

**Table 5 – Project Construction Energy Consumption**

Activity	Variable	Consumption Rate	Total Consumption
Construction Equipment - Diesel	Equipment Use - hp-hr	0.05 gallons / hp-hr	16,642 gallons (diesel)
	Hours of Use	145 hours	
Construction Worker	VMT	VMT = 63,004 mpg = 19.36	3,255 gallons (gasoline)
Construction Vendor	VMT	VMT = 12,420 mpg = 7.44	1,670 gallons (diesel)

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 57,254 square foot (SF) commercial center that consists of an anchor grocery store, several quick-serve restaurants, a gas station with a convenience store, and a separate drive-through car wash, over a total of 8.863 acres, 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. A summary of potential energy use is provided in **Table 6 – Project Operational Energy Consumption Summary**, and the discussion follows below.

**Table 6 – Project Operational Energy Consumption Summary**

<b>Land Use</b>	<b>Electricity Use (kWh/year)</b>	<b>Natural Gas (kBtu/year)</b>	<b>Vehicle Gasoline (gallons/year)</b>
4,116 sq. ft. Car Wash	40,870	133,200	53,675
4,088 sq. ft. Convenience Store / Gasoline Service Station	49,653	8,998	78,709
3,000 sq. ft. Quick Serve Restaurant w/ Drive-Through Window	138,480	817,980	80,221
3,000 sq. ft. Quick Serve Restaurant w/ Drive-Through Window	138,480	817,980	23,264
43,050 sq. ft. Grocery Store	1,566,160	823,547	368,010
<b>PROJECT TOTAL</b>	<b>1,933,643</b>	<b>2,601,705</b>	<b>660,835</b>
<b>STATE CONSUMPTION (2019)<sup>1</sup></b>	<b>279,510,000,000</b>	<b>2,217,200,000,000</b>	<b>18,086,109,398</b>
<b>PROJECT PERCENTAGE OF STATEWIDE CONSUMPTION</b>	<b>0.0007%</b>	<b>0.0001%</b>	<b>0.0037%</b>

Source: CalEEMod 2020.4.0 / EMFAC 2021 Notes:

kWh = Kilowatt hours

Btu = British thermal units

1 - State Electricity Use (C EC) / State Natural Gas Use (US EIA) / State Gasoline Use (EMFAC 2021)

### 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 1,933,643 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 D, the Proposed Project would consume 2,601,705 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 D states the Proposed Project would consume 660,835 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: *Evergreen Development Energy Assessment*, JK Consulting Group, December 21, 2021 (Appendix D).

*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 Project is subject to CCR, Title 24 building standards. Compliance with Title 24 of the CCR would improve energy efficiency and consumption. In addition, the Project will acquire electricity



through the local utility (Southern California Edison) which is subject to the guidelines provided in California Senate Bill 100 (SB 100). SB 100 expedited and expanded the Renewable Portfolio Standard (RPS) program (SB 1078), which obliged utilities to grow renewable generation by at least one percent of sales every year, with a 20 percent target by 2017. SB 100 mandates that a 50% RPS be achieved by December 31, 2026, and a 60% RPS by December 31, 2030. SB 100 also established a new statewide policy target of supplying 100 percent of electricity retail sales and 100 percent of power procured to serve all state agencies by December 31, 2045, using qualifying renewable energy and zero-carbon resources.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. The Southern California Association of Governments (SCAG) uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to the South Coast AQMD to estimate future emissions in the Air Quality Plan (AQPs). Existing and future pollutant emissions and energy consumption computed in the AQP are based on land uses from area general plans. AQPs detail the control measures and emission reductions required for reaching attainment of the air standards.

The applicable energy plan for the Proposed Project is the *City of Lake Elsinore General Plan*, adopted December 13, 2011. The Project's consistency with the City's General Plan is summarized in Table 7 – *Proposed Project Compliance with Applicable General Plan Energy Policies*.

**Table 7 – Proposed Project Compliance with Applicable General Plan Energy Policies**

<b>Policy No.</b>	<b>General Plan Policy</b>	<b>Proposed Project Implementation Actions</b>
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. The projected electric loads for these projects are factored into SCE’s load forecasts for the community.
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 designed 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 7, 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: *Evergreen Development Energy Assessment*, JK Consulting Group, December 21, 2021 (Appendix D) and 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 E - Geotechnical Engineering Investigation With Geologic Hazard Study**, Salem Engineering Group, Inc., April 22, 2021).

*a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

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

**Less Than Significant Impact:** The Project Site is in Southern California, a seismically active area and susceptible to the effects of seismic activity include rupture of earthquake faults. The proposed development site lies outside of any Alquist Priolo Special Studies Zone, and no active faults with the potential for surface fault rupture are known to pass directly beneath the site (Appendix D). 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. The CBC provides procedures for earthquake resistant structural design that include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. Local codes are permitted to be more restrictive than Title 24 but are required to be no less restrictive. The CBC is designed and implemented to improve building safety, sustainability, and consistency, and to integrate new technology and construction methods to construction projects throughout California. Moreover, the City of Lake Elsinore Building and Safety permitting process would ensure that all required CBC seismic safety measures are incorporated into the building. Therefore, potential impacts associated with rupture of a known earthquake fault would be less than significant and no mitigation would be required.

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

Sources: General Plan and *Geotechnical Engineering Investigation With Geologic Hazard Study*, Salem Engineering Group, Inc., April 22, 2021 (Appendix E)

*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 moderate to occasionally high levels of ground motion. The Project Site lies in relative close proximity to several seismically active faults including the Elsinore Fault (2 miles from the Project Site) and the Chino fault, approximately 16.2 miles from the Project Site; 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.

Soils on site are classified as Site Class D in accordance with Chapter 16 of the California Building Code. The proposed structures are determined to be in Seismic Design Category D. 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 and *Geotechnical Engineering Investigation With Geologic Hazard Study*, Salem Engineering Group, Inc., April 22, 2021 (Appendix E)

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

**Less Than Significant Impact** Liquefaction is the loss of strength in 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 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 not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

According to Appendix E, groundwater was encountered at the Project Site at a depth of approximately 29 feet below ground surface. The historically highest groundwater is estimated to be at a depth of 20 feet below ground surface based on the County of Riverside Geologic Hazards Map (2004) and regional groundwater data. The Riverside County Office of Information Technology GIS website shows the subject site to be in a very high liquefaction potential area. The analysis in Appendix E included a liquefaction analysis which indicated that the on-site soils had a moderate potential for liquefaction and that the total liquefaction-induced settlement was calculated to be 1.42 inches. Differential settlement is estimated to be 0.71 inches over a horizontal distance of 40 feet. The Proposed Project design will utilize a shallow foundation system, which would not reach the liquefiable soil layer. Additionally, the Property Owner/Developer would grade the Project Site according to the recommendations specified by the Proposed Project's Licensed Geotechnical Engineer and construct the development to the standards prescribed by the California Building Code (CBC), as amended by the City, 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: Sources: General Plan and *Geotechnical Engineering Investigation With Geologic Hazard Study*, Salem Engineering Group, Inc., April 22, 2021 (Appendix E)

*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 flat and is surrounded by similar topography and no significant slopes are proposed as part of the Proposed Project's design. The Project Site is on a gently (less than 5%) sloping grade, over 3/4 mile from the nearest significant topographic change. Landslide/slope instability/rock fall issues pose a very low risk. Due to the site's distance from significant topography, topography-related debris flows are a low risk. Therefore, potential impacts associated with landslides would be less than significant.

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

Sources: Sources: General Plan and *Geotechnical Engineering Investigation With Geologic Hazard Study*, Salem Engineering Group, Inc., April 22, 2021 (Appendix E)

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

**Less Than Significant Impact:** The Project Site is previously disturbed and unimproved. During Project construction when soils are exposed, temporary soil erosion may occur, which could be exacerbated by rainfall. To control the potential for soil erosion, wind, dust, and water quality impacts, the Proposed Project is required to comply with SCAQMD rules relating to dust control (such as SCAQMD Rule 403) and rules to protect water quality including preparing a Stormwater Pollution Prevention Plan (SWPPP) to be approved by the Regional Water Quality Control Board (RWQCB). Additionally, 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 commercial center that includes buildings, 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, *Preliminary Water Quality Management Plan*, Evergreen Development – Cambern & Central, DRC Engineering Inc., July 26, 2022 (Appendix G)

- 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 moderate liquefaction susceptibility (Appendix E). The Project Site is flat and there is no substantial slope. The Riverside County Office of Information Technology GIS website shows the subject site to be in a susceptible subsidence potential area (Figure 7, Subsidence Potential Map). However, based on the existence of medium dense to very dense silty sand with various amounts of clay and gravel, stiff to hard sandy silt with various amounts of clay, and hard weathered siltstone/claystone, subsidence potential is considered minimal. Soil samples collected from surface to the proposed foundation depths are considered to have a very low to low expansion potential, and the sample tested returned and Expansion Index value of 15.

Based on the geotechnical analysis in Appendix E, undocumented fill materials are anticipated to be present onsite within the northwest portion of the Project Site, which was formerly excavated for use as a clay pit and regraded to its current condition, although no undocumented fill was encountered in the geotechnical borings performed during the field investigation conducted for the geotechnical study (Appendix E).

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: General Plan and *Geotechnical Engineering Investigation With Geologic Hazard Study*, Salem Engineering Group, Inc., April 22, 2021 (Appendix E)

- 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:** As described in V.VII(15)(a.), Expansive soils have a significant amount of clay particles which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. Expansive soils can be widely dispersed and can be found in hillside areas as well as low-lying alluvial basins. Expansion testing and mitigation are required by current County grading and building codes. Special engineering designs are used effectively to alleviate problems caused by expansive soils.

Appendix E includes a site-specific analysis on expansive soils for the Project Site. Test data in this geotechnical report show that soil samples consolidated from approximately 4 to 12 percent after a maximum 12.8 ksf load. Hydroconsolidation (collapse upon wetting) at a load of 1.6 ksf



was approximately 2.5 to 3 percent for two of the samples at a load of 1.6 ksf, one sample expanded approximately 0.4 percent. The potential for collapse should be considered moderate. Soil samples collected from surface to the proposed foundation depths are considered to have a very low to low expansion potential, and the sample tested returned and Expansion Index value of 15. Compliance with the California Building Code (CBC) is a standard practice and would be required by the City of Lake Elsinore Department of Building and Safety, which would include staff review of the site-specific geotechnical report to ensure the recommendations outlined in Appendix E are implemented. Therefore, potential impacts associated with expansive soils would be less than significant and no mitigation would be required.

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

Sources: *Geotechnical Engineering Investigation With Geologic Hazard Study, Salem Engineering Group, Inc., April 22, 2021* (Appendix E)

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

**No Impact:** The Proposed Project would not involve the installation of septic tanks or alternative wastewater disposal systems. Therefore, no impacts to soils associated with septic tanks or alternative wastewater disposal systems would occur, and no mitigation would be required.

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

Sources: Project Description

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

**Less Than Significant Impact:** Paleontological resources are the fossilized biotic remains of ancient environments. They are valued for the information they yield about the history of the earth and its past ecological settings. Riverside County has been inventoried for geologic formations known to potentially contain paleontological resources. Lands with high, low, or undetermined potential for finding paleontological resources are mapped within the City of Lake Elsinore General Plan, Figure 4.6 of the Resource Protection and Preservation Element<sup>1</sup>. According to the General Plan, the Proposed Project is located within a paleontological sensitivity area of low potential. 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: City of Lake Elsinore General Plan, Chapter 4, Resource Protection and Preservation, Figure 4.6

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<sup>1</sup> <http://www.lake-elsinore.org/home/showdocument?id=7298>

## 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 A - Air Quality and Greenhouse Gas Assessment, Proposed Commercial Development SE Corner of Cambern Ave and Central Ave, Lake Elsinore**, Salem Engineering Group, May 20, 2022). The results of the analysis are based on CalEEMod version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify criteria pollutants and GHG emissions associated with construction and operations from a variety of land use projects.

### 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 in 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 consists of construction of a 57,254 SF commercial center that consists of an anchor grocery store, several quick-serve restaurants, a gas station with a convenience store, and a separate drive-through car wash, which would be constructed in two phases over a total of 8.863 acres.

The City of Lake Elsinore has not adopted its own numeric threshold of significance for determining impacts with respect to greenhouse gas (GHG) emissions. In the absence of any applicable adopted numeric threshold, the significance of the Project's GHG emissions was evaluated in Appendix A consistent with CEQA Guidelines Section 15064.4(b) by considering whether the Project is consistent with applicable regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. For this Project, as a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions is the City of Lake Elsinore Climate Action Plan.

Adopted on December 13, 2011, the City of Lake Elsinore's Climate Action Plan (CAP) is a long-range plan to reduce local greenhouse gas emissions that contribute to climate change (Lake Elsinore 2011). The CAP includes an inventory of existing GHG emissions and projects future emissions trends. The CAP also describes local GHG emissions targets for the years 2020 and 2030, and strategies and measures to achieve the targets.

The Proposed Project would generate an estimated total of 676.0465 metric tons of CO<sub>2</sub>e emissions during construction. The SCAQMD recommends amortizing construction emissions over a period of 30 years to estimate the contribution of construction emissions to operational emissions over the project lifetime. Amortized over 30 years, the construction of the project would generate approximately 22.5349 metric tons of CO<sub>2</sub>e on an annualized basis. Based on the results of the CalEEMod Model, the project would generate a total of 3,802.3747 metric tons of CO<sub>2</sub>e emissions annually from operations. By adding the amortized construction emissions results with the operational annual CO<sub>2</sub>e emissions the project would produce 3,824.91 metric tons over a 30-year period.

The Project proposes 57,254 square feet of commercial use thereby resulting in approximately 91 new employees at the site per SCAG's commercial employee generation rates. Based on the estimated number of employees, the project would produce 42.03 MT of CO<sub>2</sub>e per service population per year, which is higher than the City's efficiency-based target of 4.4 MT of CO<sub>2</sub>e per service population per year in the CAP.

According to the CAP, if projects are consistent with General Plan and CAP Consistency Checklist, then the project is consistent with the CAP and the environmental review pertaining to GHG impacts may be streamlined as allowed by CEQA Guidelines Sections 15152 and 15183.5” (City of Lake Elsinore 2011a). Per the guidelines, a lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan. Since the Proposed Project complies with the adopted CAP, no additional analysis is required under CEQA to make a finding of less than significant impact.

The Project was determined to be consistent with the CAP Checklist, as discussed in VIII(b) below.

Therefore, potential impacts associated with greenhouse gas emissions would be less than significant.

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

Sources: Sources: *Air Quality and Greenhouse Gas Assessment, Proposed Commercial Development SE Corner of Cambern Ave and Central Ave, Lake Elsinore*, Salem Engineering Group, May 20, 2022 (Appendix A)

*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 percent 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.

Section 5 of Appendix A (**Table 8**) 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 A also includes a list of Proposed Project’s consistency with

AB 32.

**Table 8 – Climate Action Plan Consistency Analysis**

<b>Measure</b>	<b>Finding</b>
<p><i>Measure T-1.2: Pedestrian Infrastructure:</i></p> <p>Through the development review process, require the installation of sidewalks along new and reconstructed streets. Also require new subdivisions and large developments to provide sidewalks or paths to internally link all uses where applicable and provide connections to neighborhood activity centers, major destinations, and transit facilities contiguous with the project site; implement through conditions of approval.</p>	<p><i>Consistent:</i> The project would be required to provide sidewalks which would be reviewed by the City for compliance with adopted standards and specifications.</p>
<p><i>Measure T-2.1: Designated Parking for Fuel-Efficient Vehicles:</i></p> <p>Revise the Municipal Code to require that new nonresidential development designate 10% of total parking spaces for any combination of low-emitting, fuel-efficient and carpool/vanpool vehicles (consistent with CalGreen Tier 1, Sections A5.106.5.1 and A5.106.5.3) and implement through conditions of approval. Parking stalls shall be marked “Clean Air Vehicle.”</p>	<p><i>Consistent:</i> The project would provide fuel-efficient parking spaces in compliance with both the City’s Municipal Code and the project-specific Conditions of Approval.</p>
<p><i>Measure E-1.1: Tree Planting Program:</i></p> <p>Through the development review process, require new development to plant at minimum one 15-gallon non-deciduous, umbrella-form tree per 30 linear feet of boundary length near buildings, per the Municipal Code. Trees shall be planted in strategic locations around buildings or to shade pavement in parking lots and streets.</p>	<p><i>Consistent:</i> The project would comply with all applicable Municipal Code policies related to tree planting. The project would include a number of street trees and trees throughout the parking lot and adjacent to proposed structures.</p>
<p><i>Measure E-1.2: Cool Roof Requirements:</i></p> <p>Amend the City Municipal Code to require new non-residential development to use roofing materials having solar reflectance, thermal emittance or Solar Reflectance Index (SRI)<sup>3</sup> consistent with CalGreen Tier 1 values (Table A5.106.11.2.1) and implement through conditions of approval.</p>	<p><i>Consistent:</i> The project’s roofing material would be reviewed and approved for compliance with the City’s Municipal Code. The proposed Project elements would be required to comply with the City ordinances and conditions of approval. As such, the proposed project would not conflict with this measure.</p>

<p><i>Measure E-3.2: Energy Efficient Street and Traffic Signal Lights:</i></p> <p>Work with Southern California Edison to replace existing high pressure sodium streetlights and traffic lights with high efficiency alternatives, such as Low Emitting Diode (LED) lights. Replace existing City owned traffic lights with LED lights. Require any new street and traffic lights to be LED and implement through conditions of approval.</p>	<p><i>Consistent:</i> The project would be required to comply with the City's conditions of approval related to new streetlights.</p>
<p><i>Measure E-4.1: Landscaping Ordinance:</i></p> <p>Through the development review process, enforce the City's Assembly Bill 1881 Landscaping Ordinance; implement through conditions of approval.</p>	<p><i>Consistent:</i> The project's landscape plan would be reviewed and approved by the City's Planning and Public Works Department for compliance with Assembly Bill 1881 and the City's Landscaping Ordinance.</p>
<p><i>Measure S-1.4: Construction and Demolition Waste Diversion:</i></p> <p>Amend the Municipal Code to require development projects to divert to recycle or salvage non-hazardous construction and demolition debris generated at the site, resulting in at least a 65% reduction by 2020 (consistent with CalGreen Tier 1, Section A5.408.3.1). Require all new projects to be accompanied by a waste management plan for the project and a copy of the completed waste management report shall be provided upon completion.</p>	<p><i>Consistent:</i> A Waste Management Plan would be prepared for the project, reviewed by the City for consistency with the City's Municipal Code, and be subject to City approval.</p>

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: Sources: Sources: *Air Quality and Greenhouse Gas Assessment, Proposed Commercial Development SE Corner of Cambern Ave and Central Ave, Lake Elsinore*, Salem Engineering Group, May 20, 2022 (Appendix A).

**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 F - Phase I Environmental Site Assessment Report, Proposed Commercial Development, East Corner of Central Avenue and Cambern Avenue, Lake Elsinore, California 92530**, Salem Engineering Group, March 11, 2022 and **Appendix F-1 – Geophysical Investigation Report, Proposed Commercial Development, NEC Central Avenue and Cambern Avenue, Lake Elsinore, California**, Salem Engineering Group, May 14, 2021).

- 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 commercial center in general 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, and *Phase I Environmental Site Assessment Report, Proposed Commercial Development, East Corner of Central Avenue and Cambern Avenue, Lake Elsinore, California 92530*, Salem Engineering Group, March 11, 2022 (Appendix F)

*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 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 commercial center in general 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 light commercial 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 Ortega High School, located approximately 1 mile to the southeast. 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 on-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 database search conducted in Appendix F, which included 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 F).

The Phase I Environmental Site Assessment (Appendix F) did identify that a review of historical aerial photographs and topographic maps, between at least 1949 and until at least 1974, the northwestern portion of the Project Site appeared to have been occupied by a rectangular-shaped pit that is deeper in the center and slopes out on each side. During this time period, the

subject property is associated with the clay pit mining operations located adjoining to the northwest across Central Avenue. By 1978, the pit had been backfilled and the subject property appeared to have been graded. The Phase 1 Environmental Site Assessment (Appendix F) identified that the pit may have been utilized for the disposal of waste generated by the clay pit mining operations.

A geophysical survey was conducted in the area of the former clay mining pit (Appendix F-1). The geophysical survey did not identify any subsurface anomalies of potential environmental concern such as waste materials or other debris that may have been placed in the former pit on the northwestern portion n is warranted and was found to not be of a concern.

Therefore, potential impacts associated with hazardous materials sites would be less than significant.

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

Sources: *Phase I Environmental Site Assessment Report, Proposed Commercial Development, East Corner of Central Avenue and Cambern Avenue, Lake Elsinore, California 92530*, Salem Engineering Group, March 1, 2022 (Appendix F) and *Geophysical Investigation Report, Proposed Commercial Development, NEC Central Avenue and Cambern Avenue, Lake Elsinore, California*, Salem Engineering Group, May 14, 2021 (Appendix F-1)

*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, *Evergreen Commercial Development Project, Noise and Vibration Study*, Rincon Consultants, May 2022 (Appendix H).

*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 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 Moderate Fire Hazard Severity Zone. The Project Site is bounded to the north by Central Avenue/SR-74 and undeveloped land designated as General Commercial (C-2) beyond, to the east by single-family residential properties zoned Residential Estate (R-E), to the south by residential properties zoned Medium Density Residential (R-2) and vacant land zoned High Density Residential (R-3) and to the west by Cambern Avenue and commercial properties zoned General Commercial (C-2) beyond. Vehicular Access to the Project Site would be immediately taken from Central Avenue and Cambern Avenue. 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. Additional specific analysis of Wildfire hazards is provided in Section XX of this report. 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 G - Preliminary Water Quality Management Plan, Evergreen Development – Cambern & Central**, DRC Engineering Inc., July 26, 2022, and **Appendix G-1 – Preliminary Hydrology Study, Evergreen Development – Cambern & Central**, DRC Engineering, Inc., December 17, 2021) 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 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 buildings, walkways, and parking lots. These improvements may potentially impact water quality. However, according to the Project Specific Water Quality Management Plan (Appendix G), the impervious area would be 7.38 acres impervious, and the balance of the Project Site of 1.50 acres would be pervious with the use of landscape areas. All drainage flows would be captured by, and a private underground storm drain system with five separate underground detention systems and five separate proprietary water quality treatment units dedicated to each of the separate parcels. 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 the proposed subsurface infiltration/detention facilities. 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: *Preliminary Water Quality Management Plan, Evergreen Development – Cambern & Central*, DRC Engineering Inc., July 26, 2022 (Appendix G)

*b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin?*

**Less Than Significant Impact:** According to General Plan EIR, the Project Site is located within the Warm Springs Valley 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. For example, Lake Elsinore is evaporating faster than runoff from natural precipitation can recharge it. Requiring infiltration of runoff for projects tributary to Lake Elsinore, without consideration of potential contamination due to land use, would only exacerbate current water quality problems associated with pollutant concentration due to lake water evaporation.

Groundwater quality management is considered as a part of the General Plan policies. 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.

Test boring locations on the Project Site were checked for the presence of groundwater during and after the drilling operations. Free groundwater was encountered at a depth of approximately 29 feet below ground surface during this time of investigation. The historically highest groundwater is estimated to be at a depth of approximately 20 feet below ground surface according to the County of Riverside Geologic Hazards Map (2004) and regional groundwater well data. Based on the soil condition and percolation test results, the Project Site is considered to be technically infeasible to attain an infiltration rate necessary to achieve reliable performance of infiltration or bioretention BMPs in retaining the stormwater quality design volume (SWQDV) on site.

In order to prevent potential pollution caused by runoff of surface pollutants during rain events due to impermeable surface added to the Project Site due to development, the grading of the Project Site is designed to best resemble the natural drainage patterns of the existing site condition and balance on-site detention and storm drain runoff in compliance with NPDES and applicable BMPs. All runoff in the proposed condition drains to the same outlet as the existing site condition. The proposed onsite underground storm drain system implements five (5) proposed detention systems and outlet control manholes that would provide storage capacity for 2-year and 100- year peak flows. Runoff volumes generated in the proposed condition do not exceed the peak flows and runoff volumes generated from the existing site condition.

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 and *Preliminary Water Quality Management Plan, Evergreen Development – Cambern & Central*, DRC Engineering Inc., July 26, 2022 (Appendix G); *Preliminary Hydrology Study, Evergreen Development – Cambern & Central*, DRC Engineering, Inc., December 17, 2021 (Appendix G-1)

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, currently the east corner and southeast side of the Project Site consists of a portion of an existing natural drainage course that conveys stormwater from the Third Street Channel Watershed, as referenced in the *Technical Drainage Study (JN 148215)* prepared by Michael Baker International dated April 11, 2016. In the Proposed Condition, the proposed grocery building with associated paved drive aisles and parking stalls would be constructed at the location of this on-site portion of the existing natural drainage course. A proposed headwall and City storm drain pipe would be designed and constructed to intercept the specific portion of stormwater from the existing natural drainage course that drained onto the Project Site in the existing condition. Stormwater would drain into the existing underground RCFC&WCD 78-inch storm drain pipe on Cambern Avenue. Additionally, screen walls around the perimeter of the Project Site at the east and southeast property line would be designed and constructed to prevent offsite flows from entering the Project Site.

The Proposed Project involves an alteration of the course of the natural drainage course that exists on site by modifying the drainage from an open system to a closed system. Based on the biological resources report in Appendix B, the existing vegetation within drainage course includes



scale broom scrub. The proposed improvements for the Project Site would remove the existing vegetation located on the on-site portion of the existing drainage course.

The off-site portion of the existing natural drainage course will remain in place.

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:** Although the Project would add approximately 7.38 acres of impervious surface to the currently vacant site, site layout was designed to minimize impervious area through the integration of proposed landscape areas and various landscape planters throughout the Project Site, resulting in approximately 1.50 acres of pervious surfaces. To reduce surface runoff, the Project includes the installation of a private underground storm drain system with five separate underground detention systems and five separate proprietary water quality treatment units dedicated to each of the separate parcels. Stormwater would drain into the existing underground RCFC&WCD 78-inch Storm Drain Pipe on Cambern Avenue. Additionally, screen walls around the perimeter of the Project Site at the east and southeast property line would be designed and constructed to prevent offsite flows from entering the Project Site. 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: General Plan EIR and *Preliminary Water Quality Management Plan, Evergreen Development – Cambern & Central*, DRC Engineering Inc., February 10, 2022 (Appendix G)

*iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;*

**Less Than Significant Impact:** The amount of water runoff is not expected to exceed stormwater drainage capacity or provide substantial additional sources of polluted runoff. A portion of stormwater discharge from the Third Street Channel Watershed (as referenced in the Technical Drainage Study (JN 148215) prepared by Michael Baker International dated April 11th, 2016) drains onsite at the east most corner of the Project Site in the Existing Condition.

In the Proposed Condition, a proposed concrete gutter and headwall would be constructed at the east corner of the Project Site to capture the specific portion of stormwater that previously drained from the Third Street Channel Watershed onto the Project Site. Stormwater would be conveyed underground through a proposed storm drain system that will be sloped to drain southwesterly into the existing underground RCFC&WCD 78-inch Storm Drain Pipe on Cambern Ave. then southeasterly along Cambern Avenue and eventually connecting to the existing RCFC&WCD 78-inch storm drain under Cambern Avenue.

The proposed onsite underground storm drain system implements two proposed detention systems and outlet control utility access holes that are sized to provide a storage capacity such that the 2-year and 100-year peak flows and runoff volumes generated in the Proposed Condition do not exceed the peak flows and runoff volumes generated from the Existing Condition (Appendix G-1).

The Property Owner/Developer must also 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 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, *Preliminary Hydrology Study, Evergreen Development – Cambern & Central*, DRC Engineering, Inc., December 17, 2021 (Appendix G-1).

*iv. Impede or redirect flood flows?*

**Less Than Significant Impact:** According to the Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map panel 06065C2029G (08/28/2008), a small area along the central portion of the Project Site adjacent to Central Avenue/SR-74 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 subsurface 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 and 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*, a portion of the western area of the Project Site is within a 100-year flood hazard area. Appendix G 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 with a small natural drainage that flows on the southeast portion of the Project Site. The Project Site is located approximately 1.7 miles north 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 more than 25 miles from the ocean and approximately 1,330 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 G), 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 Warm Springs Valley 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

## **XI. LAND USE AND PLANNING**

<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) 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 on the southeast corner of Cambern Avenue and Central Avenue/SR-74, within the northernmost portion of the City's C-2 zone along Central Avenue/SR-74, adjacent to residential zoning. The southeast and southwest corners of Cambern Avenue and Central Avenue/SR-74 is fully developed with large commercial centers. The northwest side of Central Avenue/SR-74 consists of undeveloped land designated as General Commercial (C-2). The east side of the Project Site consists of single-family residential properties zoned Residential Estate (R-E), and the adjacent south side of the Project Site consists of residential properties zoned Medium Density Residential (R-2) and vacant land zoned High Density Residential (R-3). The Zoning Code divides the City into districts, or zones, and regulated land use activity in each district, specifying the permitted uses of land and buildings, density, bulk, and other regulations. The Proposed Project includes the request for approval of a Tentative Tract Map that would modify the existing five parcels into different sizes and construct commercial center. These modifications only pertain to the parcels on the existing Proposed Project site and therefore would not physically divide any established community. In addition, the Proposed Project has been designed to provide adequate buffer and screening for the adjacent residential properties. 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

### *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 General Plan Land Use Designation of the Project Site is General Commercial (GC) and it is zoned General Commercial (C-2). The GC designation provides for retail, services, restaurants, professional and administrative offices, hotels and motels, mixed-use projects, public and quasi-public uses, and similar and compatible uses. The Lake Elsinore

Municipal Code (LEMC) Chapter 17.124.010 describes that the C-2 is intended to accommodate a full range of retail stores, offices, personal and business service establishments offering commodities and services scaled to meet the needs of the residents of the entire City. The Proposed Project consists of construction of a 57,254 square foot (SF) commercial center that consists of an anchor grocery store, several quick-serve restaurants with drive-through lanes, a gas station with a convenience store with concurrent sale of beer and wine for off-site consumption, and a separate drive-through car wash, which would be constructed in two phases over a total of 8.863 acres. The proposed grocery store is a permitted use the C-2 zone. The car wash, the drive-through restaurants, and the gas station and convenience store with concurrent sale of beer and wine for off-site consumption 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-2, including but not limited to setbacks, building heights, parking spaces, drive aisles, and floor area ratio. Additionally, the Proposed Project has been designed to provide adequate buffering and screening for existing adjacent residential developments. The Proposed Project is consistent with all applicable existing and planned land use policies and regulations of the LEMC and the 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

## **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 of Lake Elsinore lies within the Temescal Valley Area, Riverside County, California. Special Report No. 165, prepared in 1991 by the State Department of Conservation, Division of Mines and Geology, identifies that the Project Site is designated as Mineral Resource Zone (MRZ-2). This zone is identified by the State Mining and Geology Board as areas underlain by mineral deposits where geologic data show that significant measured or indicated resources are present. MRZ-2 is divided on the basis of both degree of knowledge and economic factors. Areas classified MRZ-2a contain discovered mineral deposits that are either measured or indicated reserves as determined by such evidence as drilling records, sample analysis, surface exposure, and mine information. Areas classified MRZ-2b contain discovered deposits that are either inferred reserves or deposits that are presently sub-economic as determined by limited sample analysis, exposure, and past mining history.

*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.

Historical records identified that the Project Site was subject to clay mining between approximately 1949 and 1974, and the site closed in 1978 (Appendix F). Significant clay resources are associated with the Alberhill area in the north portion of the City, and classified by the State since 1982. Pacific Clay Products deposits are located within the approved Alberhill Specific Plan and pending Alberhill Villages Specific Plan. The mining activity is being phased out in accordance with approved permits, and the continued use and ultimate reclamation of these lands has been or will be addressed in the specific plans prepared for these areas. (General Plan 4.5.2, Mineral Resource Areas)

The Project Site's General Plan land use designation is General Commercial (GC) and the zoning designation is General Commercial (C-2). Mining for mineral resources is not a permitted use in the City's General Plan or zoning code for this property, nor would such a use be permitted in the future. The property is also not within a specific plan area identified as having significant clay deposits eligible for commercial mining. 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, Phase I ESA (Appendix F)

*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 Proposed Project is not located within any of those overlays. As such, 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, Phase I ESA (Appendix F)



### **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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 H – Evergreen Commercial Development Project, Noise and Vibration Study**, Rincon Consultants, May 2022).

The Project involves development of five lots with six commercial buildings/structures (totaling 57,254 square feet). These commercial buildings include a 43,050-square foot grocery store, a 4,116-square foot car wash, a 4,088-square foot convenience store with eight fueling stations (sixteen total dispensers), and two drive-thru restaurants (3,000 square feet each). The remainder of the Project Site would be paved and utilized as parking lots for the various businesses on the property. A total of 369 parking spaces would be distributed throughout the Project Site. The Project Site would include five ingress/egress points - three on Cambern Avenue and two on Central Avenue. An 8-foot-tall block wall along the eastern and southern project boundary lines is proposed. An emergency access gate is proposed at the terminus of Allan Street along on the eastern Project boundary. Additional improvements would include curb and sidewalk enhancements and landscaping. The Project would be constructed in two phases. The lots adjacent to Central Avenue would be developed in the first phase of construction and the remainder of the site constructed as the second phase. Figure 5 shows the Project plan layout.

The most common source of noise in the Project site vicinity is vehicular traffic from Central Avenue (Appendix H). To characterize ambient sound levels at and near the Project Site, sound level measurements were conducted on July 19, 2021, at the eastern boundary of the Project Site north of Allan Street to capture noise levels at adjacent residential uses, which are currently exposed to noise from Central Avenue, the busiest street next to the Project Site.

- 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 With Mitigation Incorporated:** 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

The Project involves development of five lots with six commercial buildings/structures (totaling 57,254 square feet). These commercial buildings include a 43,050-square foot grocery store, a 4,116-square foot car wash, a 4,088-square foot convenience store with eight fueling stations (sixteen total dispensers), and two drive-thru restaurants (3,000 square feet each). The remainder of the Project Site would be paved and utilized as parking lots for the various businesses on the property. A total of 369 parking spaces would be distributed throughout the Project Site. The Project Site would include five ingress/egress points - three on Cambern Avenue and two on Central Avenue. An 8-foot-tall block wall along the eastern and southern project boundary lines is proposed. An emergency access gate is proposed at the terminus of Allan Street along on the eastern project boundary. Additional improvements would include curb and sidewalk enhancements and landscaping. The Project would be constructed in two phases. The lots adjacent to Central Avenue would be developed in the first phase of construction and the remainder of the site constructed as the second phase. 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 sensitive receivers in the area include single-family residences adjacent to the east and south of the Project Site.

The Project would be constructed over two phases. The lots adjacent to Central Avenue would be constructed during the first phase and the lots containing the proposed grocery store and quick service restaurant on the southern portion of the Project Site would be constructed during the second phase. Noise levels at the nearest sensitive receivers would be loudest when construction occur near to single-family residences to the east and south of the Project Site. Construction equipment would be located as close as 20 feet to these properties but over the course of a typical construction day would typically be located at an average distance farther away due to the nature of construction and the lot size of the project. For example, during a typical construction day, the equipment may operate across the horizontal and vertical distance of the site (630 and 600 feet) from a nearby noise receiver. Therefore, it is assumed that the acoustical center would be at an average distance of 150 feet from adjacent single-family residences.

Construction noise is typically loudest during activities that involve excavation and move soil, such as site preparation and grading. A typical construction scenario would include a grader, a dozer, a front-end loader, a scraper, and a dump truck working during grading to excavate and move soil. At a distance of 50 feet, a grader, a dozer, a front-end loader, a scraper, and a dump truck would generate a noise level of 84 dBA Leq and at a distance of 150 feet, noise levels would attenuate to 74 dBA Leq (Appendix H). For affected residential land uses adjacent to construction sites, Lake Elsinore's construction noise limit is 75 dBA; therefore, Project construction noise levels would not exceed construction noise thresholds during both phases of construction. Therefore, impacts from construction noise would be less than significant.

### Operational-Related Noise

The Project would introduce sources of operational noise to the site, including car wash, vacuums, drive-thru speaker boxes, loading docks, and mechanical equipment. Assumptions for these sources are discussed in (Appendix H). Receiver locations and noise level contours are shown on **Figure 12 - Operational Noise Contours** and **Table 9 – Operational Noise Levels Off-Site Land Uses** identifies the results of the noise modeling.

**Table 9 – Operational Noise Levels Off-Site Land Uses**

Receiver	Description	Noise Level (dBA Leq)			
		Daytime	Nighttime <sup>1</sup>	Exceeds Daytime Threshold <sup>2</sup>	Exceeds Nighttime Threshold <sup>3</sup>
R-1	Residence-east	41	34	No	No
R-2	Residence-east	61	33	Yes	No
R-3	Residence-east	52	34	No	No
R-4	Residence-east	53	38	No	No
R-5	Residence-south	39	36	No	No
R-6	Residence-south	40	36	No	No
R-7	Vacant- north	59	33	No	No
R-8	Vacant- north	46	32	No	No
R-9	Commercial- west	34	33	No	No
R-10	Commercial- west	48	34	No	No

<sup>1</sup>Combined noise levels reflect that the car wash and loading dock are not in operation.

<sup>2</sup> Daytime thresholds would be exceeded if exterior noise levels exceed 56 dBA at residential uses and 65 dBA at commercial uses from 7:00 a.m. to 10:00 p.m.

<sup>3</sup> Nighttime thresholds would be exceeded if exterior noise levels exceed 46 dBA at residential uses and 60 dBA at commercial uses from 10:00 p.m. to 7:00 a.m.

See Figure 5 for receiver locations.

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). As shown

in Table 8, combined operational activities on the Project Site would generate noise levels up to 61 dBA Leq at nearby residential properties during daytime hours and up to 38 dBA Leq during the nighttime hours. The combined operational noise from car wash, vacuums, drive-thru speaker boxes, loading docks, and mechanical equipment would exceed Lake Elsinore's daytime noise standard of 56 dBA at one residential receivers (one to the east of the Project Site). However, nighttime noise levels would not exceed the nighttime noise standard of 46 dBA at any residences adjacent to the Project Site.

In order to reduce potential impacts from operational noise to the adjacent residences, **MM NOI-1** requires that noise attenuation be included in the final site design to attenuate noise to levels consistent with the City of Lake Elsinore's General Plan. These attenuation features could include, but not be limited to, a 12-foot sound wall to be installed along the eastern curb of the car wash tunnel, which will limit noise impacts to below code-required levels.

**Table 10 – Operational Noise Levels Off-Site Land Uses with Recommendations**

Receiver	Description	Noise Level (dBA Leq)			
		Daytime	Nighttime	Exceeds Daytime Threshold <sup>1</sup>	Exceeds Nighttime Threshold <sup>2</sup>
R-1	Residence-east	41	34	No	No
R-2	Residence-east	53	33	No	No
R-3	Residence-east	46	34	No	No
R-4	Residence-east	48	38	No	No
R-5	Residence-south	40	36	No	No
R-6	Residence-south	42	36	No	No
R-7	Vacant- north	59	33	No	No
R-8	Vacant- north	48	32	No	No
R-9	Commercial- west	38	33	No	No
R-10	Commercial- west	50	34	No	No

<sup>1</sup> Daytime thresholds would be exceeded if exterior noise levels exceed 56 dBA at residential uses and 65 dBA at commercial uses from 7:00 a.m. to 10:00 p.m.

<sup>2</sup> Nighttime thresholds would be exceeded if exterior noise levels exceed 46 dBA at residential uses and 60 dBA at commercial uses from 10:00 p.m. to 7:00 a.m.

### Traffic

Appendix H also modeled potential impacts from on-site traffic noise and parking lot noise. Traffic noise increases would range from less than 1 dBA to 2 dBA for all but one of the segments analyzed which would not exceed the 3 dBA criterion for offsite traffic noise impacts. The segment of Cambern Avenue from Central Avenue to Driveway 1 shows an increase of 3 dBA, however, noise levels would not exceed 5 dBA, and commercial uses are adjacent to this roadway segment and noise sensitive uses would not be exposed to this project generated traffic noise increase. Therefore, impacts from traffic noise would be less than significant.

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 with mitigation.

### Parking Lot Noise

The Noise and Vibration Study (Appendix H) also modeled potential impacts from noise from the parking lot. There are no large gathering areas on the Project Site, and conversational noise would be transient in nature as people transit from vehicles to the store or fuel pumps. Therefore, general conversations would not represent a substantial noise source. Landscape maintenance and waste hauling are regulated by the noise ordinance with allowable hours and other limitations as discussed in Lake Elsinore Municipal Codes 17.176.080(L) and 17.176.090(A). Thus, the primary noise sources of concern would be associated with the car wash, vacuums, drive-thru speaker boxes, loading docks, and mechanical equipment. The Project would also generate noise from parking lot activity such as car alarms, car horns, and door slams. Parking lot noise would range from 30 to 63 dBA at 100 feet (Appendix H). Parking lot noise would occur within 15 feet of the nearest property line. Therefore, noise levels would range from 47 to 80 dBA at 15 feet. However, parking lot noise sources would be instantaneous noise sources, such as car door slams and horns, which would not result in an exceedance of the hourly noise level limits in Chapter 17.176.060 of the City's Municipal Code. Therefore, there would be a less than significant impact from noise generated from the parking lot.

### **Mitigation Measures:**

**MM NOI-1:** Prior to issuance of a building permit, ensure that the sound attenuation features are identified on the plans and implemented to reduce noise impacts to off-site receptors to levels which comply with the City's General Plan. These measures may include but not be limited to the following:

- Construct a twelve (12)-foot-tall soundwall along the eastern curb of the car wash tunnel exit for a distance of 20 feet to the south to shield residential receivers east of the Project Site. The soundwall shall connect to the car wash building at the tunnel exit;
- Limit car wash operations to daytime hours of 7:00 a.m. to 10:00 p.m.

Sources: *Evergreen Commercial Development Project, Noise and Vibration Study*, Rincon Consultants, May 16, 2022 (Appendix H), LEMC, General Plan

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

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

Construction activities known to generate excessive groundborne vibration, such as pile driving, would not be conducted by the Project. The greatest anticipated source of vibration during general project construction activities would be from a large vibratory roller, which may be used within 15 feet of the nearest residential property line. A vibratory roller creates approximately 0.211 in./sec. PPV at a distance of 25 feet (Caltrans 2020). This would equal a vibration level of 0.368 in./sec. PPV at 15 feet. This vibration level would exceed the threshold of 0.25 in./sec. PPV. Therefore, temporary impacts associated with operation of a large vibratory roller during construction activities within 25 feet of the adjacent residential property lines would be significant.

In order to reduce potential impacts from operational noise to the adjacent residences, **MM NOI-2** would require that construction noise vibration attenuation be included on the construction plans to attenuate vibration to levels consistent with the most recent Caltrans standards. These attenuation features could include but not be limited use of smaller equipment near property lines.

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

#### **Mitigation Measures:**

**MM NOI-2:** Prior to issuance of a building permit, ensure that the vibration attenuation features are identified on the plans and implemented to reduce potential vibration levels at property lines adjacent to residential uses. These measures may include but not be limited to implementation of a small vibratory roller when compacting activities are conducted within 25 feet of an adjacent residential property line. A small vibratory roller creates approximately 0.101 in./sec. PPV at a distance of 25 feet (Caltrans 2020). This would equal a vibration level of 0.177 in./sec. PPV at 15 feet. This vibration level would not exceed the threshold of 0.25 in./sec. PPV.

Sources: Sources: *Evergreen Commercial Development Project, Noise and Vibration Study*, Rincon Consultants, May 16, 2022 (Appendix H), 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 Perris Airport is the nearest public airport, located approximately 7.8 miles to the northeast of the Project Site. The Skylark Airport is the nearest private airport, located approximately 4.3 miles to the southeast of the Project Site. According to the noise compatibility contours figure for the Perris Airport in the Riverside County Airport Land Use Compatibility Plan Policy Document (Riverside County Airport Land Use Commission 2004), the Project Site is located outside the airport's 60 CNEL noise contour. The Skylark Airport is not included in the County Airport Land Use Compatibility Plan Policy Document; however, the airport is primarily used for recreational skydiving and has limited flights because it is not open to the public. Both airports are located over 2 miles from the Project Site. Therefore, no substantial noise exposure from airport noise would occur to construction workers, users, or employees of the project, and no impacts would occur.

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

Sources: *Evergreen Commercial Development Project, Noise and Vibration Study*, Rincon Consultants, May 16, 2022 (Appendix H)



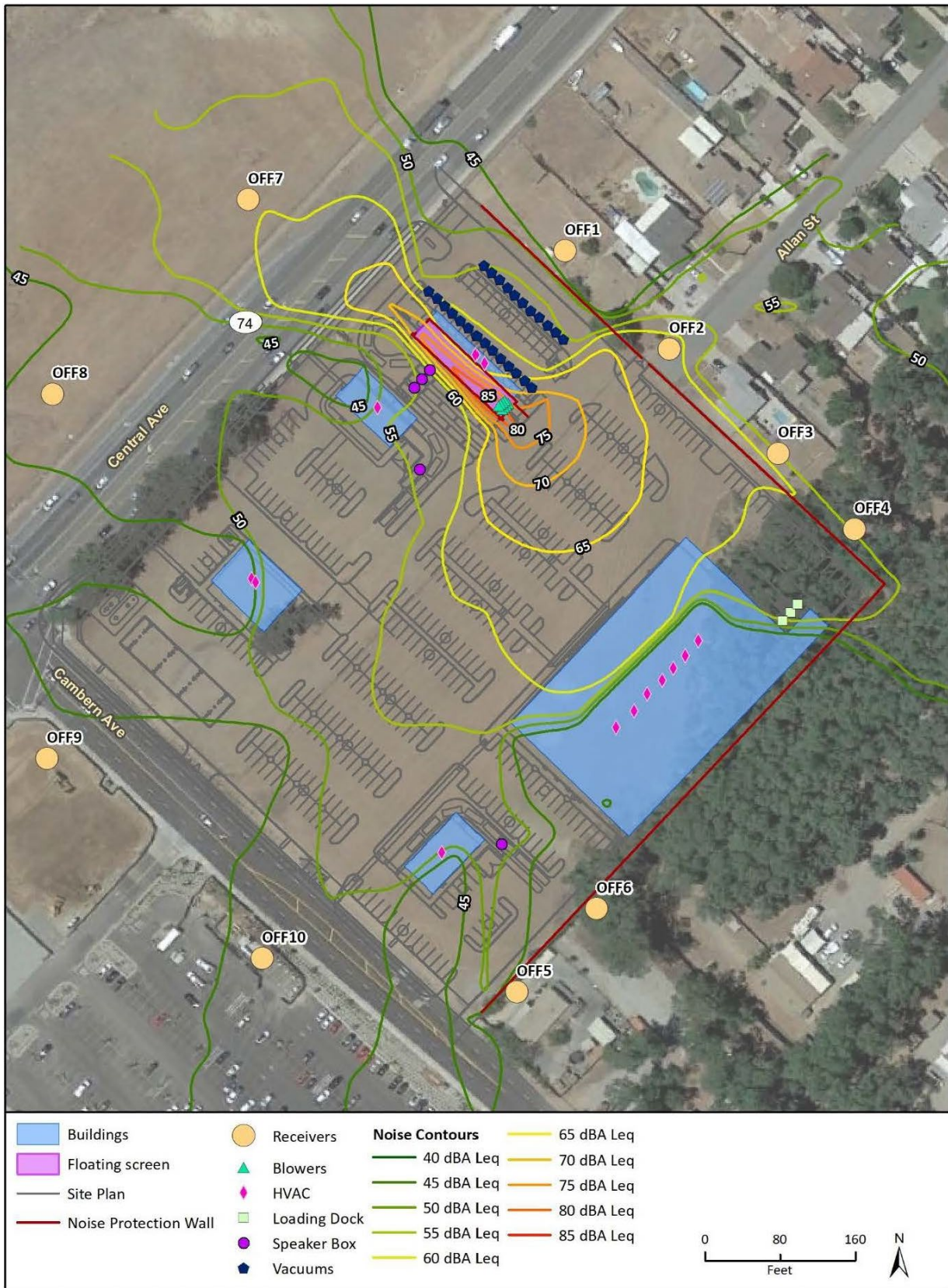


Figure 12: Operational Noise Contours

Source: Appendix H, Figure 5, Rincon Consultants, Inc



#### **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 checked="" type="checkbox"/>	<input 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)?*

**Less than Significant Impact:** The Proposed Project consists of construction of a 57,254 SF commercial center that consists of an anchor grocery store, several quick-serve restaurants, a gas station with a convenience store, and a separate drive-through car wash, which would be constructed in two phases over a total of 8.863 acres. 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 85,376 in the City in 2030. Residents who work within Lake Elsinore are primarily employed in services positions, manufacturing businesses, construction, and retail trade. The proposed Project is consistent with the existing General Plan land use designation (General Commercial) and Zoning classification (General Commercial). No new expanded infrastructure is proposed in conjunction with the proposed Project that could accommodate additional growth in the area that is not already possible with existing infrastructure. Any potential impacts would be less than significant.

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

Sources: General Plan Land Use Map, Zoning Map, General Plan EIR, Project Description

*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 five lots and developed with a 57,254 SF commercial center that consists of an anchor grocery store, several quick-serve restaurants, a gas station with a convenience store, and a separate drive-through car wash, which would be constructed in two phases over a total of 8.863 acres. In addition, the Project Site is designated General Commercial (GC) per City's General Plan. 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, General Plan Land Use Map, Zoning Map

**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 No. 97, located approximately 0.7 mile southwest of the Project Site as shown on Figure 3.7 of the General Plan. The fire department currently serves the existing parcel, and the Proposed Project is consistent with the General Plan land use designation for the Project Site. Therefore, the construction of the Proposed Project would not represent a significant increase in 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. The Proposed Project would also be

required to comply with all applicable fire code requirements for construction and access to the Project Site and 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 Figure 3.7 – *City of Lake Elsinore, 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 2 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 projection would be less than significant.

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

Sources: General Plan Figure 3.7 – *City of Lake Elsinore, 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. The Property Owner/Developer would be required to pay school impact fees as levied by the LEUSD, which would provide funding for school facilities. 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 Figure 3.8 – *City of Lake Elsinore 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 all phases of the Project. 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 2 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. 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 all phases of construction. 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**

<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) 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 5 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, the Rosetta Canyon Sports Park is located within one-half mile of the Project Site. 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 all phases of development. 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 construction of a 57,254 SF commercial center that consists of an anchor grocery store, several quick-serve restaurants, a gas station with a convenience store, and a separate drive-through car wash, which would be constructed in two phases over a total of 8.863 acres. 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 all phases of construction. 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



## **XVII. TRANSPORTATION**

<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) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 (TIA) was completed to determine potential impacts to traffic associated with the development of the Proposed Project (**Appendix I – Central and Cambern Retail Traffic Analysis**, Urban Crossroads, July 5, 2022). The TIA focuses on Level of Service (LOS) changes at local intersections and on local roadways as a result of Project-generated traffic. However, the CEQA thresholds of significance for transportation and traffic impacts have changed in recent years. In the past, the CEQA analysis focused on LOS which measures congestion at local intersections and roadway segments. The emphasis of these past studies was to assure the street grid network functioned well and allowed for efficient movement of vehicles. The current focus is to encourage active transportation (e.g., pedestrians, bicyclists, etc.) and transit, and to limit increases in Vehicle Miles Travelled (VMT). A key part of this analysis is to determine if a proposed action is consistent with both the vehicular and non-vehicular aspects of the General Plan. Thus, the LOS analysis using a threshold of LOS D is provided to describe the project effect on local intersections and project consistency with the General Plan circulation requirement.

The Proposed Project consists of construction of a 57,254 SF commercial center that consists of an anchor grocery store, several quick-serve restaurants, a gas station with a convenience store, and a separate drive-through car wash, which would be constructed in two phases over a total of 8.863 acres. The Project would construct the following improvements as design features in conjunction with development of Phase 1 of the site:

- Project to construct Central Avenue (SR-74) to its ultimate half-section width as an augmented urban arterial (134-foot right-of-way) from Cambern Avenue to the eastern Project boundary in compliance with the circulation recommendations found in the City of Lake Elsinore’s General Plan.

- Project to construct Cambern Avenue to its ultimate half-section width as a secondary highway (90-foot right-of-way and 70-foot curb-to-curb) from Central Avenue (SR-74) to the southern boundary of Phase 1 with two lanes of travel in each direction in compliance with the circulation recommendations found in the City of Lake Elsinore's General Plan.
- Project to implement intersection improvements to the intersection of Cambern Avenue at Central Avenue (SR-74) and other Project driveways (as needed for site access at Driveways 1, 4 and 5).

The Project would construct the following improvements as design features in conjunction with development of the remainder of the site (Project Buildout):

- Project to construct Cambern Avenue to its ultimate half-section width as a secondary highway (90-foot right-of-way and 70-foot curb-to-curb) with two lanes of travel in each direction, in compliance with the circulation recommendations found in the City of Lake Elsinore's General Plan.
- Project to implement intersection improvements at Project driveways (as needed for site access at Driveways 2 and 3).

For purposes of the traffic analysis in Appendix I, it is anticipated that the Project would be developed with an anticipated Opening Year of 2023. The Project is proposed to take access via the following roadways:

- Driveway 1 on Cambern Avenue: right-in/right-out access only
- Driveway 2 on Cambern Avenue: full access
- Driveway 3 on Cambern Avenue: right-in/right-out only
- Driveway 4 on Central Avenue (SR-74): right-in/right-out only
- Driveway 5 on Central Avenue (SR-74): right-in/right-out/left-in only

## **Existing Conditions**

### Roadway Classifications

Central Ave/SR-74 is classified in the City of Lake Elsinore Circulation Element of the General Plan as an Urban Arterial Highway, 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.

Cambern Avenue is classified as a Secondary Highway, which has four travel 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

There are no bike lanes on either Central Avenue/SR-74 or Cambern Avenue. The Proposed Project would add a Class II bike lane along Cambern Avenue. Existing pedestrian facilities include a sidewalk along Central Avenue/SR-74, but none exists along Cambern Avenue. The Proposed Project would also add a sidewalk along the Project boundary along Cambern Avenue.

### Transit Service

The study area is served by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region. RTA Route 8 runs along Riverside Drive (SR-74), Collier Avenue, Central Avenue (SR-79), and through parts of Cambern Avenue, 3rd Street, and Dexter Avenue. This route would likely serve the Project in the future. Existing transit routes in the vicinity of the study area are illustrated on Exhibit 3-7. As shown on Exhibit 3-7, there are existing bus stops along the Project's frontage at Cambern Avenue and Central Avenue. 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 Projection and Impact Analysis Methodology**

Several methods are utilized to determine the traffic a potential project would generate and the potential impacts of that new traffic.

### Level of Service Evaluation Method

The Level of Service (LOS) method is defined in the Highway Capacity Manual 6 and assigns a qualitative letter grade that represents the operations of the intersection, ranging from LOS A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for signalized and unsignalized intersections are provided in **Table 11 - Level of Service Descriptors**. The City of Lake Elsinore's General Plan Circulation Element identifies a LOS "D" as generally acceptable. As discussed below, CEQA and the CEQA Guidelines were recently amended to specify that automobile delay, as described by LOS or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment. Pursuant to CEQA Guideline Section 15064.3(a), generally vehicle miles traveled is the most appropriate measure of transportation impacts.

**Table 11 – Level of Service Descriptors**

LOS	Description
A	Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
B	In the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
C	In the range of stable flow, but this level marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
D	Represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.
E	Represents operating conditions at or near the capacity level. All speeds are reduced to a low but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.
F	Used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point. Queues form behind such locations.

#### Vehicle Miles Traveled Evaluation Method

Senate Bill (SB) 743 was adopted in 2013 requiring the Governor’s Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within the California Environmental Quality Act (CEQA). For land use projects, OPR has identified Vehicle Miles Traveled (VMT) as the new metric for transportation analysis under CEQA. The regulatory changes to the CEQA guidelines that implement SB 743 were approved on December 28th, 2018, with an implementation date of July 1st, 2020, as the new metric. The City of Lake Elsinore adopted its revised Traffic Impact Analysis Guide on June 23, 2020. The document outlines guidelines for CEQA analysis including screening criteria and requirements for VMT assessment of land use projects based on the Western Riverside Council of Governments (WRCOG) Implementation Pathway Study issued in March 2019.

To aid in the transition to VMT analysis, the Governor’s Office of Planning and Research (OPR) released a *Technical Advisory* and the City of Lake Elsinore recently adopted new *City Guidelines* which document the City’s VMT analysis methodology and approved impact thresholds. The following VMT analysis was prepared for the Project based on the newly adopted *City Guidelines*. The *City Guidelines* provides details on appropriate “screening thresholds” that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact. City Guidelines list the screening thresholds in the following three steps:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening
- Small Project/Low GHG Emissions Screening

A land use project need only to meet one of the above screening thresholds to result in a less than significant impact.

## **Regulatory Setting**

### *Senate Bill 743*

Senate Bill 743, adopted in 2013, added section 21099 to the Public Resources Code, which states that automobile delay, as described by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment. The law also directed the Office of Planning and Research (OPR) to amend the CEQA Guidelines to establish new metrics for determining the significance of transportation impacts of projects. The California Natural Resources Agency certified and adopted the amended CEQA Guidelines in December 2018. In the amended CEQA Guidelines, OPR selected vehicle miles traveled (VMT) as the preferred transportation impact metric and applied its discretion to require use of VMT statewide, beginning in July 2020. Accordingly, jurisdictions must now use the VMT methodology as the metric for evaluating the environmental impacts on transportation under CEQA instead of the traditional level of service (LOS) methodology. A project's environmental impacts can no longer focus on vehicle delay at street intersections or on roadway segments but must use the miles a vehicle must travel between a dwelling and commerce, recreation and/or work. The intent of this shift in methodology is to encourage different land use and transportation decisions to reduce greenhouse gas emission, support in-fill development and improve public health through active transportation.

### *Regional Transportation Plan*

The Southern California Association of Governments (SCAG) is a council of governments representing the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. Every four years SCAG updates the Regional Transportation Plan (RTP) for the six-county region. On April 7, 2016, the SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (2016 RTP/SCS). The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas emissions from transportation (excluding goods movement).

## **Local and Regional Traffic Fee Mitigation Programs**

### 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.

## **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:** The City of Lake Elsinore General Plan was established to provide for a safe, convenient, and efficient transportation system for the City. In order to meet this objective, the Circulation Element has been designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region.

The City of Lake Elsinore utilizes the County of Riverside standards to establish acceptable levels of service along various roadways throughout the City. Riverside County has established, as a countywide target, an LOS “C” on all County-maintained roads and conventional state highways. As an exception, LOS “D” may be allowed in Community Development areas at intersections with any combination of secondary highways, major highways, arterials, urban arterials, expressways, conventional state highways or at freeway ramp intersections. LOS “E” may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities. LOS “D” with a delay of less than 45 seconds per vehicle (midpoint of LOS “D”) is acceptable to Caltrans at signalized intersections. The traffic report in Appendix I further defines the level of service criteria.

The traffic impact study in Appendix I studied a total of 17 intersections, three urban arterial roadways, one major highway, and two secondary roadways. The Existing Conditions and Proposed Conditions are identified in **Table 12** – Existing and Proposed Levels of Service.

The Project proposes a Class II bike lane along Cambern Avenue and will be improving pedestrian facilities.

**Table 12 – Existing and Proposed Levels of Service**

#	Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Delay <sup>2</sup> (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)																	
	Existing Without Improvements:	CSS	0	1	1	0	1	1	1	0	1	1	0		56.6	108.4	F	F
	EAP (2023) Phase 1 Improvements:	<u>TS</u>	0	1	1	0	1	1	1	<u>2</u>	0	1	<u>2</u>	0	6.8	8.2	A	A
	EAP (2023) Project Buildout Improvements:	<u>TS</u>	0	1	1	0	1	1	1	<u>2</u>	0	1	<u>2</u>	0	6.9	8.4	A	B
2	Collier Av. & Riverside Dr. (SR-74)																	
	Existing Without Improvements:	TS	1	1	0	1	1	0	1	1>	0	1	0		24.9	54.7	C	D
	EAP (2023) Phase 1 Improvements:	TS	<u>2</u>	1	0	1	1	0	1	1>	0	1	0		40.6	43.7	D	D
	EAP (2023) Project Buildout Improvements:	TS	<u>2</u>	1	0	1	1	0	1	<u>2&gt;</u>	0	1	0		14.3	19.5	B	B
3	Collier Av. (SR-74) & Central Av. (SR-74)																	
	Existing Without Improvements:	TS	1	2	2>	2	2	1	2	2	0	2	1	2>	43.0	50.3	D	D
	EAP (2023) Phase 1 Improvements: <sup>4</sup>	TS	1	2	2>	<u>3</u>	2	1	2	2	0	2	1	2>	34.3	43.6	C	D
	EAP (2023) Project Buildout Improvements: <sup>4</sup>	TS	1	2	2>	<u>3</u>	2	1	2	2	0	2	1	2>	35.3	45.7	D	D
6	Dexter Av. & Central Av. (SR-74)																	
	Existing Without Improvements:	TS	1	1	0	1	1	1>	1	3	1	1	4	1	38.5	60.9	D	E
	EAP (2023) Phase 1 Improvements:	TS	1	1	0	1	1	1>	<u>2</u>	3	1	1	4	1	28.5	54.1	C	D
	EAP (2023) Project Buildout Improvements:	TS	1	1	0	1	1	1>	<u>2</u>	3	1	<u>2</u>	4	1	27.7	50.5	C	D
7	Cambern Av. & Central Av. (SR-74)																	
	Existing Without Improvements:	TS	1	2	0	1	1	0	2	2	1>	1	2	1	62.2	60.5	E	E
	EAP (2023) Phase 1 Improvements:	TS	<u>2</u>	<u>1</u>	<u>1</u>	1	1	0	2	<u>3</u>	1>	1	<u>3</u>	1	19.3	26.6	B	C
	EAP (2023) Project Buildout Improvements:	TS	<u>2</u>	<u>1</u>	<u>1</u>	1	1	0	2	<u>3</u>	1>	1	<u>3</u>	1	23.2	43.6	C	D
17	Camino Del Norte & Main St.																	
	Existing Without Improvements:	AWS	0	1	0	0	1	0	1	0	1	0	0	0	12.2	30.6	B	D
	EAP (2023) Phase 1 Improvements:	AWS	<u>1</u>	1	0	0	1	<u>1</u>	1	0	1	0	0	0	12.8	20.2	B	C
	EAP (2023) Project Buildout Improvements:	AWS	<u>1</u>	1	0	0	1	<u>1</u>	1	0	1	0	0	0	13.3	21.5	B	C

**Notes:**

<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; > = Right Turn Overlap; 1 = Improvement

<sup>2</sup> Per the Highway Capacity Manual (6th Edition), 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.

<sup>3</sup> AWS = All-way Stop; CSS = Cross-street Stop; TS = Traffic Signal; TS = Improvement

<sup>4</sup> It may not be feasible to accommodate a 3rd southbound left turn lane within the existing right-of-way. Restriping should also be considered to eliminate a southbound through lane to accommodate the third southbound left turn lane.

**Table 13 – Existing Plus Ambient Growth Plus Project Plus Cumulative (EPAC) Conditions With Improvements**, identifies the potential impacts of the Proposed Project, considering other projects that are known to be in the planning stages in the Project vicinity in the next five years, and includes the Project's identified improvements.



**Table 13 – Existing Plus Ambient Growth Plus Project Plus Cumulative (EPAC) Conditions  
With Improvements**

#	Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Delay <sup>2</sup> (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Gunnerson St./Strickland Av. & Riverside Dr. (SR-74) EAPC (2023) Phase 1 Improvements: EAPC (2023) Project Buildout Improvements:	TS TS	0	1	1	0	1	1	1	2	0	1	2	0	10.7	17.4	B	B
2	Collier Av. & Riverside Dr. (SR-74) EAPC (2023) Phase 1 Improvements: EAPC (2023) Project Buildout Improvements:	TS TS	2	1	0	1	1	1	0	1	2	0	1	0	14.3	31.1	B	C
3	Collier Av. (SR-74) & Central Av. (SR-74) EAPC (2023) Phase 1 Improvements: <sup>5</sup> EAPC (2023) Project Buildout Improvements: <sup>4,5</sup>	TS TS	1	2	2	3	2	1	2	2	0	2	1	2	35.4	41.1	D	D
4	I-15 SB Ramps & Central Av. (SR-74) EAPC (2023) Phase 1 Improvements: EAPC (2023) Project Buildout Improvements: <sup>4</sup>	TS TS	0	0	0	2	1	1	0	3	1	2	3	0	52.0	53.6	D	D
5	I-15 NB Ramps & Central Av. (SR-74) EAPC (2023) Phase 1 Improvements: EAPC (2023) Project Buildout Improvements: <sup>4</sup>	TS TS	1	1	2	0	0	0	2	3	0	0	3	1	52.3	52.5	D	D
6	Dexter Av. & Central Av. (SR-74) EAPC (2023) Phase 1 Improvements: EAPC (2023) Project Buildout Improvements: <sup>4</sup>	TS TS	2	1	0	1	1	1	2	4	1	2	4	1	25.7	32.7	C	C
7	Cambern Av. & Central Av. (SR-74) EAPC (2023) Phase 1 Improvements: EAPC (2023) Project Buildout Improvements: <sup>4</sup>	TS TS	2	1	1	2	1	0	2	3	1	1	3	1	29.0	44.6	C	D
8	Dexter Av. & 3rd St. EAPC (2023) Phase 1 Improvements: EAPC (2023) Project Buildout Improvements:	TS TS	1	1	0	1	1	0	0	1	0	0	1	0	8.5	12.2	A	B
12	Cambern Av. & Driveway 2 EAPC (2023) Phase 1 Improvements: EAPC (2023) Project Buildout Improvements:	CSS CSS	0	0	1	0	0	0	0	3	1	0	2	0	12.3	18.2	B	C
11	Driveway 5 & Central Av. (SR-74) EAPC (2023) Phase 1 Improvements: EAPC (2023) Project Buildout Improvements:	CSS CSS	0	0	1	0	0	0	0	3	1	0	3	0	13.1	23.1	B	C
14	Conard Av. & Central Av. (SR-74) EAPC (2023) Phase 1 Improvements: EAPC (2023) Project Buildout Improvements: <sup>4</sup>	TS TS	0	1	0	0	1	0	1	3	0	1	3	0	11.2	7.6	B	A
16	Rosetta Canyon Dr. & Central Av. (SR-74) EAPC (2023) Phase 1 Improvements: EAPC (2023) Project Buildout Improvements:	TS TS	2	0	1	0	0	0	0	3	0	1	3	0	51.1	32.1	D	C
17	Camino Del Norte & Main St. EAPC (2023) Phase 1 Improvements: EAPC (2023) Project Buildout Improvements:	TS TS	1	1	0	0	1	1	0	1	0	0	0	0	12.2	16.4	B	B

<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; > = Right Turn Overlap; 1 = Improvement

<sup>2</sup> Per the Highway Capacity Manual (6th Edition), 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.

<sup>3</sup> AWS = All-way Stop; CSS = Cross-street Stop; TS = Traffic Signal; TS = Improvement

<sup>4</sup> Improvements along Central Avenue (SR-74) for the PM peak hour includes increasing the cycle length from 100-seconds to 120-seconds.

<sup>5</sup> It may not be feasible to accommodate a 3rd southbound left turn lane within the existing right-of-way. As such, restriping should also be considered to eliminate a southbound through lane to accommodate the third southbound left turn lane.

As shown in **Tables 12 and 13**, several of the intersections currently do not meet the LOS standard. Project improvements would allow for proposed Project traffic to be consistent with the City's General Plan.

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. **Table 14 – Project Fair Share Calculations** represents how the analysis in the Traffic Impact Study (Appendix I) identified that the Project would contribute to the City's planned intersection improvements, which would occur above and beyond the Project's improvements. 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, the City of Lake Elsinore, as program administrator, can distinguish if the program fees are sufficient to cover the fair share impacts for proportionality.

**Table 14 - Project Fair Share Calculations**

#	Intersection	Existing	Project Buildout	EAPC (2023)	Net New Traffic	Project % of New Traffic
2	Collier Av. & Riverside Dr. (SR-74)					
		AM: 2,182	67	2,900	718	<b>9.3%</b>
		PM: 3,015	88	4,066	1,051	8.4%
3	Collier Av. (SR-74) & Central Av. (SR-74)					
		AM: 3,806	83	4,783	977	<b>8.5%</b>
		PM: 3,805	111	5,314	1,509	7.4%
6	Dexter Av. & Central Av. (SR-74)					
		AM: 5,152	256	6,446	1,294	<b>19.8%</b>
		PM: 6,167	342	8,166	1,999	17.1%
7	Cambern Av. & Central Av. (SR-74)					
		AM: 4,131	263	5,439	1,308	<b>20.1%</b>
		PM: 4,035	351	5,995	1,960	17.9%
8	Dexter Av. & 3rd St.					
		AM: 505	54	694	189	<b>28.6%</b>
		PM: 931	74	1,224	293	25.3%
17	Camino Del Norte & Main St.					
		AM: 751	55	950	199	<b>27.6%</b>
		PM: 1,465	75	1,779	314	23.9%

**BOLD** = Denotes highest fair share percentage

In order to provide for optimum traffic flow conditions, **Condition of Approval TRANS-1** was included to require the Property Owner/Developer to pay its fair share of improvements costs for the improvements identified in **Table 14**.

### Bicycle & Pedestrian Facilities

There are no bike lanes on either Central Avenue/SR-74 or Cambern Avenue. The Proposed Project would add a Class II bike lane along Cambern Avenue. When the bike paths are completed the Project area will have adequate bicycle circulation for future Project workers and visitors. Existing pedestrian facilities include a sidewalk along Central Avenue/SR-74, but none exists along Cambern Avenue. The Proposed Project would also add a sidewalk along the Project boundary along Cambern Avenue. Therefore, the Project will have adequate pedestrian access.

### Transit Service

The study area is served by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region. RTA Route 8 runs along Riverside Drive (SR-74), Collier Avenue, Central Avenue (SR-79), and through parts of Cambern Avenue, 3rd Street, and Dexter Avenue. This route would likely serve the Project in the future. Existing transit routes in the vicinity of the study area are illustrated on Exhibit 3-7. As shown on Exhibit 3-7, there are existing bus stops along the Project's frontage at Cambern Avenue and Central Avenue. 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.

The preceding analysis demonstrates the Project does not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, impacts will be less than significant.

### **Condition of Approval:**

The following Condition of Approval is required by the City as part of implementation of the project to assist in meeting the City's LOS requirements.

**COA 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 the Project's traffic study, to the City of Lake Elsinore.

Source: Traffic Impact Analysis (Appendix I)

### *b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

**Less Than Significant Impact.** CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. The City of Lake Elsinore Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, dated June 23, 2020 provides the following VMT screening criteria from Western Riverside Council of Governments (WRCOG) to assess the potential for VMT impacts:

1. Transit Priority Area (TPA) Screening: Projects which are located within a TPA are presumed to have a less than significant impact on VMT.
2. Low VMT Area Screening: This screening threshold applies to residential or office projects that are located within a low VMT-generating area, which are identified by WRCOG as traffic analysis zones (TAZ) where total daily VMT per service population performs at or below the jurisdictional average of total VMT per service population under base year (2012) conditions. Projects which are located within a low VMT-generating area are presumed to have a less than significant impact on VMT.
3. Project Type Screening: Local serving projects listed in the TIA Guidelines and projects that generate fewer than 110 net new daily vehicle trips (or 11 single-family residences) are presumed to have a less than significant impact on VMT.

As noted in the City Guidelines, residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. Low VMT Area screening process has been conducted with using the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (Screening Tool), which uses screening criteria consistent with the screening thresholds recommended in the City Guidelines. The Screening Tool uses the sub-regional travel demand model RIVTAM to estimate VMT for individual traffic analysis zones (TAZ's) for areas throughout the WRCOG region. A low VMT area is defined as an individual TAZ where total daily VMT per service population (SP) is below baseline VMT per SP. City Guidelines state that the baseline project generated VMT per SP that exceeds the City's baseline VMT per SP would result in a significant VMT impact.

The parcel containing the proposed Project was selected and measure of VMT used is VMT per SP. The Project resides within TAZ 3,570 and based on the screening tool was found to generate 36.33 VMT per SP, whereas the City's impact threshold (i.e., City of Lake Elsinore VMT per SP) is 37.87 VMT per SP. As a secondary check, the underlying land use assumptions contained within TAZ 3,570 were also reviewed to ensure that the Project's land use is consistent with that modeled within its respective TAZ. TAZ 3,570 includes population and employment, which is consistent with the Project's intended retail land use.

Based on the review of applicable VMT screening thresholds, the Project meets the Low VMT Area Screening. Therefore, the Project can be presumed to result in a less than significant VMT impact. Project impacts are less than significant as the Project does not conflict or is inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

**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. 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. 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

- d) Result in inadequate emergency access?*

**Less Than Significant Impact.** The Proposed Project 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 driveways located on SR-74 and Cambern Avenue. An emergency-only access gate is also planned for the end of Allan Street (Figure 5). As stated above, 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. 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

## **XVIII. TRIBAL CULTURAL RESOURCES**

<b>Is 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>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, 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 with Mitigation Incorporated:** According to PRC Chapter 2.5, Section 21074, Tribal Cultural Resources are sites, features, places, cultural landscapes, sacred places, and items with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in Section 5020.1.

No resources are listed on or have been identified as eligible for listing on the California Register of Historic Places within or near the Project Site and no known potential impacts to Tribal Cultural Resources would occur. However, Project-specific mitigation measure **MM CUL-1** would be implemented to require monitoring during any ground disturbing activities on the Project Site and to avoid potential impacts to tribal cultural resources that may be unearthed by construction activities. Project-specific mitigation measures **MM CUL-6 and MM CUL-7** would be implemented if any human remains – including Native American human remains – are unearthed by Project construction activities. Implementation of these measures will ensure that Project-specific impacts will be less than significant.

**Mitigation Measures:** MM CUL-1, MM CUL-6, and MM CUL-7.

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:**

Tribal Cultural Resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

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).

In accordance with the requirements of Assembly Bill (AB) 52, on November 24, 2021, the City sent letters to the following Native American tribes that may have knowledge regarding tribal cultural resources in the project vicinity.

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

Of the tribes notified, the Rincon Band of Luiseño Indians, the Pechanga Band of Mission Indians, and the Soboba Band of Luiseño Indians requested formal government-to-government consultation under AB 52. Consultation meetings were held on January 4, 2022 with the Rincon Band of Luiseño Indians, on January 13, 2022 with the Soboba Band of Luiseño Indians, and on January 27, 2022 with the Pechanga Band of Luiseño Indians. The City concluded consultation with the Rincon Band of Luiseño Indians on January 6, 2022, the Soboba Band of Luiseño Indians on January 13, 2022, and with the Pechanga Band of Luiseño Indians on August 15, 2022.

Although the cultural survey was negative for prehistoric resources and the cultural resources consultant did not recommend any type of monitoring for the project, the information provided by the Tribes regarding tribal cultural resources supports that the Project maintains sensitivity for tribal cultural resources to which the Tribes ascribe tribal value. In addition, the consulting tribes expressed concern that the project area is sensitive for cultural resources and there is the possibility that previously unidentified resources might be found during ground disturbing activities. Mitigation measures have been added to address a concern over the potential for uncovering tribal cultural resources (TCRs) or other tribal affiliated resources during construction of the Project.

**MM CUL-1** has been included to address inadvertent discovery of archaeological resources during ground disturbing activities. In addition, **MM CUL-2** through **MM CUL-5** have been agreed upon through consultation between the City and Tribes to further address unanticipated subsurface tribal cultural resource discoveries during Project construction. Mitigation includes preparation of a Cultural Resource Monitoring Program (CRMP) to provide monitoring by a



qualified archaeologist and construction staff training, retention of tribal cultural monitoring during ground disturbing activities, and preparation of a Phase IV report after conclusion of on-site archaeological monitoring. Furthermore, **MM CUL-6 and MM CUL-7** address treatment of discovery of human remains and reburial of any Native American human remains and associated grave goods with the requirement for consideration for cultural practices and anonymity.

**Mitigation Measures:**

With implementation of **MM CUL-1 through MM CUL-7**, potential impacts associated with archeological resources would be less than significant.

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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 J – Service Planning Letter #3557-0, Elsinore Valley Municipal Water District, November 11, 2021).

*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 Impact:**

#### **Water and Wastewater**

Water and wastewater services are provided by the Elsinore Valley Municipal Water District (EVMWD). The Applicant has obtained “will serve” letters from EVMWD (Appendix J) indicating it can serve the water and sewer needs of the Proposed Project without impacts to their systems. Therefore, potential impacts associated with water and wastewater would be less than

significant, and no mitigation would be required.

### Storm Drainage

According to the Project Specific Water Quality Management Plan (Appendix G), the impervious area would be 7.38 acres impervious, and the balance of the Project Site of 1.50 acres would be pervious with the use of landscape areas. All drainage flows would be captured by a private underground storm drain system with five separate underground detention systems and five separate proprietary water quality treatment units dedicated to each of the separate parcels. A proposed headwall and City storm drain pipe would be designed and constructed to intercept the specific portion of stormwater from the existing natural drainage course that drained onto the Project Site in the existing condition. Stormwater would drain into the existing underground RCFC&WCD 78-inch storm drain pipe on Cambern Avenue.

### Electric, Natural Gas, Telecommunications

The Project Site is located within an urban area with existing electric power, natural gas, and telecommunications. The Proposed Project is consistent with the City's zoning and land use designation for the site, and the Proposed Project will operate within the expected utility demands anticipated in the City's General Plan Public Safety and Welfare Element for the proposed land use mix.

Based on the utilities' ability to serve the Proposed Project, and that the Proposed Project is designed consistent with existing drainage plans, the Proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts to utilities would be less than significant, and no mitigation would be required.

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

Sources: EVMWD, General Plan EIR, and LEMC

*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 #3557-0 (Appendix J) to the Applicant on November 19, 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 J)

*c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

**Less Than Significant Impact:** The Project applicant has obtained a "will serve" letter from the EVMWD which indicates there is sufficient wastewater capacity to serve the Proposed Project (Appendix J). Therefore, potential impacts associated with the wastewater treatment provider's capacity would be less than significant, and no mitigation would be required.

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

Sources: EVMWD, General Plan EIR, and LEMC

*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:** A significant impact would occur if the Proposed Project would be located in or near a state responsibility area or land classified as a Very High Fire Hazard Severity zone and would substantially impair an adopted emergency response plan or emergency evacuation plan. A fire hazard severity zone is a mapped area developed by CalFire that designates zones with varying degrees of fire hazard (i.e., moderate, high, and very high). Areas that are designated as Very High or High Fire Hazard Severity Zones are the most likely to experience wildfire. The Project Site is located in an urbanized area of the City and is not located in or near a state responsibility area or in a Very High Fire Hazard Severity zone as identified by CalFire. The Proposed Project would not involve activities that would expose people or structures to the risk of loss, injury, or death involving wildland fires. The I-15 and SR-74 are designated disaster routes in the City. The Proposed Project would not impede use of any disaster routes in the City, as all off-site right-of-way improvements shall comply with City engineering standards to ensure that adequate emergency access and/or emergency response would be maintained.

Additionally, the Proposed Project would be required to comply with all applicable fire code requirements for construction and access to the Project Site and 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:** A significant impact would occur if the proposed project would be located in or near a state responsibility area or land classified as Very High Fire Hazard Severity Zones and would exacerbate wildfire risks that would expose project occupants to pollutant concentrations for a wildfire or the uncontrolled spread of a wildfire. 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 Moderate Fire Hazard Severity Zone. The site is located in an urbanized area of the City surrounded by commercial and residential uses. The majority of the Project Site is flat and is not adjacent to slopes. The Proposed Project would be required to comply with applicable sections of the City's Fire Code and would not involve activities that would expose people or structures to the risk of loss, injury, or death involving wildland fires.

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 Moderate Fire Hazard Severity Zone. The site is located in an urbanized area of the City surrounded by commercial and residential uses. The project site is adequately served by existing facilities and utilities and would not require additional installation or maintenance of roads, fuel breaks, emergency water sources, or power lines. Thus, the proposed project would not require installation or maintenance of associated structures that may exacerbate fire risk or that may require in temporary or ongoing impacts to the environment.

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 flat and vacant and 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 G



## 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

**Less Than Significant with Mitigation Incorporated:** 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** and **MM BIO-2** 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 substantially 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 through MM CUL-5** provides for archaeological and tribal cultural monitoring during ground disturbing activities, and **MM CUL-6 and MM CUL-7** provides guidance for the unanticipated discovery of human remains. With implementation of **MM BIO-1, MM BIO-2, and MM CUL-1 through MM CUL-7**, potential impacts would be less than significant.

**Mitigation Measures:** **MM BIO-1, MM BIO-2, MM CUL-1, MM CUL-2, MM CUL-3, MM CUL-4, MM CUL-5, MM CUL-6, MM CUL-7**

Sources: Evergreen Commercial Development 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 does not have impacts which are individually limited, but cumulatively considerable. The Proposed Project would result in potentially significant project-specific impacts to biological resources, cultural resources, noise impacts, and tribal cultural resources. However, mitigation measures **MM BIO-1, MM BIO-2, MM CUL-1 through MM CUL-7, MM NOI\_1 and MM NOI-2** have been identified that would reduce these impacts to less than significant levels. Air pollutant and greenhouse gas emissions are less than significant, as described in Appendix A. There are no other projects whose impacts would comeingle with the Proposed Project resulting in a cumulatively significant impact identified in this Initial Study. No additional mitigation measures would be required to reduce cumulative impacts to less than significant levels.

**Mitigation Measures:** No additional mitigation measures would be required.

Sources: Evergreen Commercial Development 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 NOI-1 and MM NOI-2 would require the Property Owner/Developer to provide for attenuation of vibrations during construction activities on the site and provide a 12-foot-tall sound wall to reduce operational noise impacts to adjacent residential uses due to the proposed car wash at the northeast corner of the Proposed Project. With implementation of **MM NOI-1 and MM NOI-2**, potential impacts associated with the noise 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: Evergreen Commercial Development Project Initial Study

## **V. PERSONS AND ORGANIZATIONS CONSULTED**

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

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## **VI. REFERENCES**

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

*Appendix A – Air Quality and Greenhouse Gas Assessment, Proposed Commercial Development SE Corner of Cambern Ave and Central Ave, Lake Elsinore, Salem Engineering Group, May 20, 2022*

*Appendix B – Evergreen Commercial Development Project – Biological Resources Technical Report, ESA, July 2022*

*Appendix B-1 - Evergreen Commercial Development Project – Aquatic Resources Delineation Report, ESA, August 2022*

*Appendix C – Cultural Resources Assessment for the Evergreen Commercial Project, Riverside County, California, Paleowest Archaeology, June 2022*

*Appendix D – Evergreen Development Energy Assessment, JK Consulting Group, December 21, 2021*

*Appendix E – Geotechnical Engineering Investigation With Geologic Hazard Study, Salem Engineering Group, Inc., April 22, 2021*

*Appendix F - Phase I Environmental Site Assessment Report, Proposed Commercial Development, East Corner of Central Avenue and Cambern Avenue, Lake Elsinore, California 92530, Salem Engineering Group, March 11, 2022*

*Appendix F-1 – Geophysical Investigation Report, Proposed Commercial Development, NEC Central Avenue and Cambern Avenue, Lake Elsinore, California, Salem Engineering Group, May 14, 2021*

*Appendix G –Preliminary Water Quality Management Plan, Evergreen Development – Cambern & Central, DRC Engineering Inc., July 26, 2022*

*Appendix G-1 – Preliminary Hydrology Study, Evergreen Development – Cambern & Central, DRC Engineering, Inc., December 17, 2021*

*Appendix H – Noise and Vibration Study, Salem Engineering Group, Inc., May 16, 2022*

*Appendix I – Traffic Analysis, Central & Cambern Retail, Urban Crossroads, July 27, 2022*

*Appendix J – Will Serve Letter, Elsinore Valley Municipal Water District, December 10, 2021*

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*City of Lake Elsinore General Plan*. (2011). Retrieved from (<http://www.lake-elsinore.org/city-hall/city-departments/community-development/planning/lake-elsinore-general-plan>)

*City of Lake Elsinore General Plan EIR*. (2011). Retrieved from (<http://www.lake-elsinore.org/city-hall/city-departments/community-development/planning/lake-elsinore-general-plan/general-plan-certified-eir>)

Federal Emergency Management Agency. (2019). *Flood Map Service Center: Search by address*. Retrieved from (<https://msc.fema.gov/portal/search#searchresultsanchor>)

Google. (2019). *Google Earth*. Retrieved July 16, 2019, from (<https://earth.google.com/web/@33.72818142,-117.39031063,379.52370707a,1450.35023958d,35y,0h,0t,0r/data=ChQaEgoKL20vMDI2NTZfMxgBIAEoAg>)

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