



**TRACTOR SUPPLY CO. PROJECT  
(COMMERCIAL DESIGN REVIEW No. 2014-01 &  
CONDITIONAL USE PERMIT No. 2014-01)**

**INITIAL STUDY FOR  
MITIGATED NEGATIVE DECLARATION No. 2014-01**

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# TABLE OF CONTENTS

I. INTRODUCTION.....	1
A. Purpose.....	1
B. California Environmental Quality Act.....	1
C. Intended Uses of Initial Study and Mitigated Negative Declaration .....	2
D. Contents of Initial Study .....	2
E. Scope of Environmental Analysis.....	3
F. Tiered Documents, Incorporation by Reference, and Technical Studies .....	3
II. PROJECT DESCRIPTION .....	6
III. ENVIRONMENTAL CHECKLIST .....	6
A. Background .....	6
B. Environmental Factors Potentially Affected.....	12
C. Determination .....	12
IV. ENVIRONMENTAL ANALYSIS.....	21
I. Aesthetics .....	21
II. Agriculture and Forestry Resources.....	22
III. Air Quality .....	24
IV. Biological Resources.....	33
V. Cultural Resources .....	37
VI. Geology and Soils .....	39
VII. Greenhouse Gas Emissions.....	42
VIII. Hazards and Hazardous Materials.....	45
IX. Hydrology and Water Quality.....	48
X. Land Use and Planning .....	52
XI. Mineral Resources .....	53
XII. Noise .....	54
XIII. Population and Housing.....	58
XIV. Public Services.....	59
XV. Recreation .....	60
XVI. Transportation/Traffic.....	61
XVII. Utilities and Service Systems.....	64
V. MANDATORY FINDINGS OF SIGNIFICANCE.....	67

## **LIST OF APPENDICES**

APPENDIX A: AIR QUALITY

APPENDIX B: CULTURAL

APPENDIX C: PHASE I ENVIRONMENTAL SITE ASSESSMENT

APPENDIX D: GEOTECHNICAL REPORT

APPENDIX E: NOISE

APPENDIX F: TRANSPORTATION AND TRAFFIC

## **LIST OF TABLES**

Table 1: Localized Significance Analysis.....	27
Table 2: Localized Carbon Monoxide Concentrations .....	29
Table 3: Construction Air Pollutant Emissions.....	30
Table 4: Operational Air Pollutant Emissions .....	30
Table 5: Project Operational Greenhouse Gases.....	45

## **LIST OF EXHIBITS**

Exhibit 1: Regional Location Map.....	8
Exhibit 2: Local Vicinity Map, Aerial Base .....	9
Exhibit 3: Local Vicinity Map, Topographic Base .....	10
Exhibit 4: Site Plan .....	11



# I. INTRODUCTION

## A. PURPOSE

This document is an Initial Study for evaluation of environmental impacts resulting from implementation of the Tractor Supply Company Project (Commercial Design Review No. 2014-01 & Conditional Use Permit No. 2014-01). For purposes of this document, these applications 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 substantial adverse effects on human beings.

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

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

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

This Initial Study and Mitigated Negative Declaration are prepared in conformance with the California Environmental Quality Act of 1970, as amended (Public Resources Code, Section 21000 *et seq.*); the State Guidelines for Implementation of the California Environmental Quality Act (“CEQA Guidelines”), as amended (California Code of Regulations, Title 14, Chapter 3, Section 15000, *et seq.*);

applicable requirements of the City of Lake Elsinore; and the regulations, requirements, and procedures of any other responsible public agency or agency with jurisdiction by law.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **1. Tiered Documents**

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

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

For this document, the “Lake Elsinore General Plan Update Final Recirculated Program EIR (SCH #2005121019)” (prepared in 2011) serves as the broader document, since it analyzes the entire City area, which includes the proposed project site. However, as discussed, site-specific impacts, which the broader document (Lake Elsinore General Plan Update Final Recirculated Program EIR) cannot adequately address, may occur for certain issue areas. This document, therefore, evaluates each

environmental issue alone and relies upon the analysis contained within the Lake Elsinore General Plan Update Final Recirculated Program EIR with respect to remaining issue areas.

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

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

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

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

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

## **2. Incorporation by Reference**

Incorporation by reference is a procedure for reducing the size of EIRs and is most appropriate for including long, descriptive, or technical materials that provide general background information, but do not contribute directly to the specific analysis of the project itself. This procedure is particularly useful when an EIR or Negative Declaration relies on a broadly drafted EIR for its evaluation of cumulative impacts of related projects (*Las Virgenes Homeowners Federation v. County of Los Angeles* [1986, 177 Ca.3d 300]). If an EIR or Negative Declaration relies on information from a supporting study that is available to the public, the EIR or Negative Declaration cannot be deemed unsupported by evidence or analysis (*San Francisco Ecology Center v. City and County of San Francisco* [1975, 48 Ca.3d 584, 595]). This document incorporates by reference the document from which it is tiered, the Lake Elsinore General Plan Update Final Recirculated Program EIR, published in 2011. This document will be referred to as the “General Plan EIR.”

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

- The incorporated document must be available to the public or be a matter of public record (CEQA Guidelines Section 15150[a]). The General Plan EIR shall be made available, along with this document, at the City of Lake Elsinore, Community Development Department, 130 South Main Street, Lake Elsinore, CA 92530, ph. (951) 674-3124.
- This document must be available for inspection by the public at an office of the lead agency (CEQA Guidelines Section 15150[b]). 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 will be cited in the appropriate sections.
- This document must include the State identification number of the incorporated document (CEQA Guidelines Section 15150[d]). The State Clearinghouse Number for the General Plan EIR is 2005121019.
- The material to be incorporated in this document will include general background information (CEQA Guidelines Section 15150[f]).

### **3. Technical Studies**

The following Technical Studies were utilized to complete the analysis contained in this IS/MND:

- Air Quality (FCS, 2014) Appendix A
- Cultural (FCS, 2014) Appendix B
- Phase I Environmental Site Assessment (Partner Engineering and Science Inc., 2013) Appendix C
- Geotechnical Report (Krazan & Associates, Inc., 2013) Appendix D
- Noise (FCS, 2014) Appendix E
- Transportation and Traffic (Trames Solutions Inc., 2013) Appendix F

## II. PROJECT DESCRIPTION

### A. PROJECT LOCATION AND SETTING

The project site is located in the City of Lake Elsinore, Riverside County, California (Exhibit 1). The 3.44-acre project site is located within an industrial area of the City of Lake Elsinore, at the northwest corner of Enterprise Way and Collier Avenue (SR-74). The project site is bounded by vacant land (northwest), Collier Avenue followed by Elsinore Valley Cemetery (northeast), Enterprise Way followed by California Skier Mastercraft (18171 Collier Ave.) (southeast), and vacant land (southwest). The project site is located on the Lake Elsinore, California, United States Geologic Survey 7.5-minute quadrangle map, Range 4 West, Township 5, Section 31 and 36 (Latitude 33°41'34" North; Longitude 117°20'47" West). The project site is located at 1,300 feet above mean sea level. Exhibit 1 shows the regional location of the project site and Exhibit 2 shows the project vicinity. A topographic map of the project site is provided in Exhibit 3.

### B. PROJECT DESCRIPTION

The proposed project includes the construction of a tractor supply store consisting of a 18,800-square-foot tractor supply building; two drainage basins consisting of 8,000 and 2,100 square feet; permanent outdoor display areas of 18,120 square feet; perimeter landscaping; and accompanying parking areas with 91 parking spaces. Two driveways are proposed off Enterprise Way and one driveway is proposed off Collier Avenue (SR-74). Project details are contained in Exhibit 4.

## III. ENVIRONMENTAL CHECKLIST

### A. BACKGROUND

#### 1. Project Title:

Tractor Supply Company Project (Commercial Design Review No. 2014-01 & Conditional Use Permit No. 2014-01)

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

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

#### 3. Contact Person and Phone Number:

Richard J. MacHott, LEED Green Associate, Planning Manager (951) 674-3124 Ext. 209

#### 4. Project Location:

The project is located on the northwest corner of Enterprise Way and Collier Avenue, Lake Elsinore, CA

#### 5. Project Sponsors Name and Address:

California Gold Development Corp. 133 Old Wards Ferry Road, Suite G, Sonora CA 95370

#### 6. General Plan Designation:

Limited Industrial (LI)

**7. Zoning:**

Commercial Manufacturing (CM)

**8. Description of Project:**

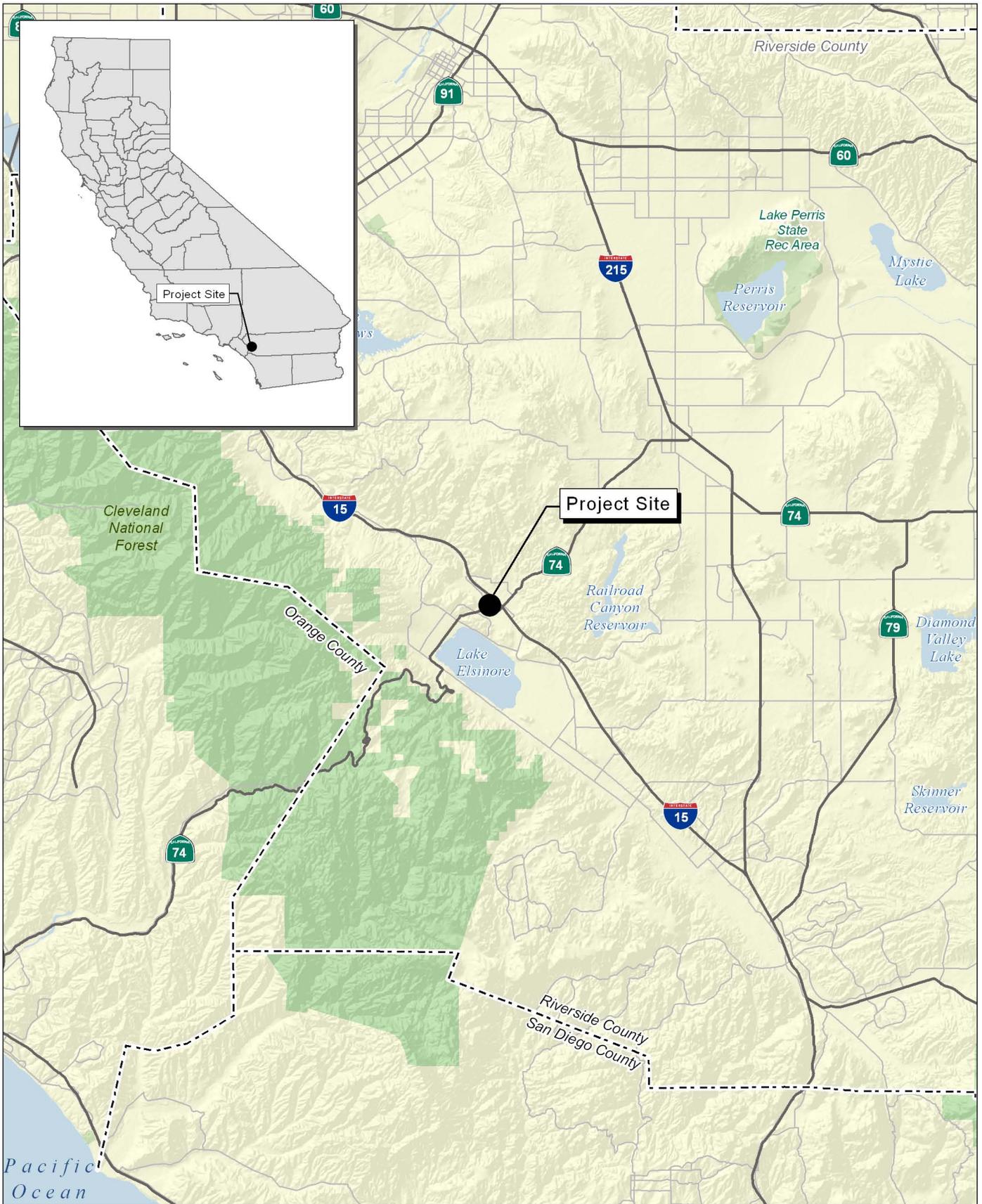
The project consists of the construction of a Tractor Supply Company store, with a building, two basins, landscaping, permanent outdoor display areas, and parking.

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

The project site is located in an industrial area, bounded by vacant land (northwest), Collier Avenue followed by Elsinore Valley Cemetery (northeast), Enterprise Way followed by California Skier Mastercraft (18171 Collier Ave.) (southeast), and vacant land (southwest).

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

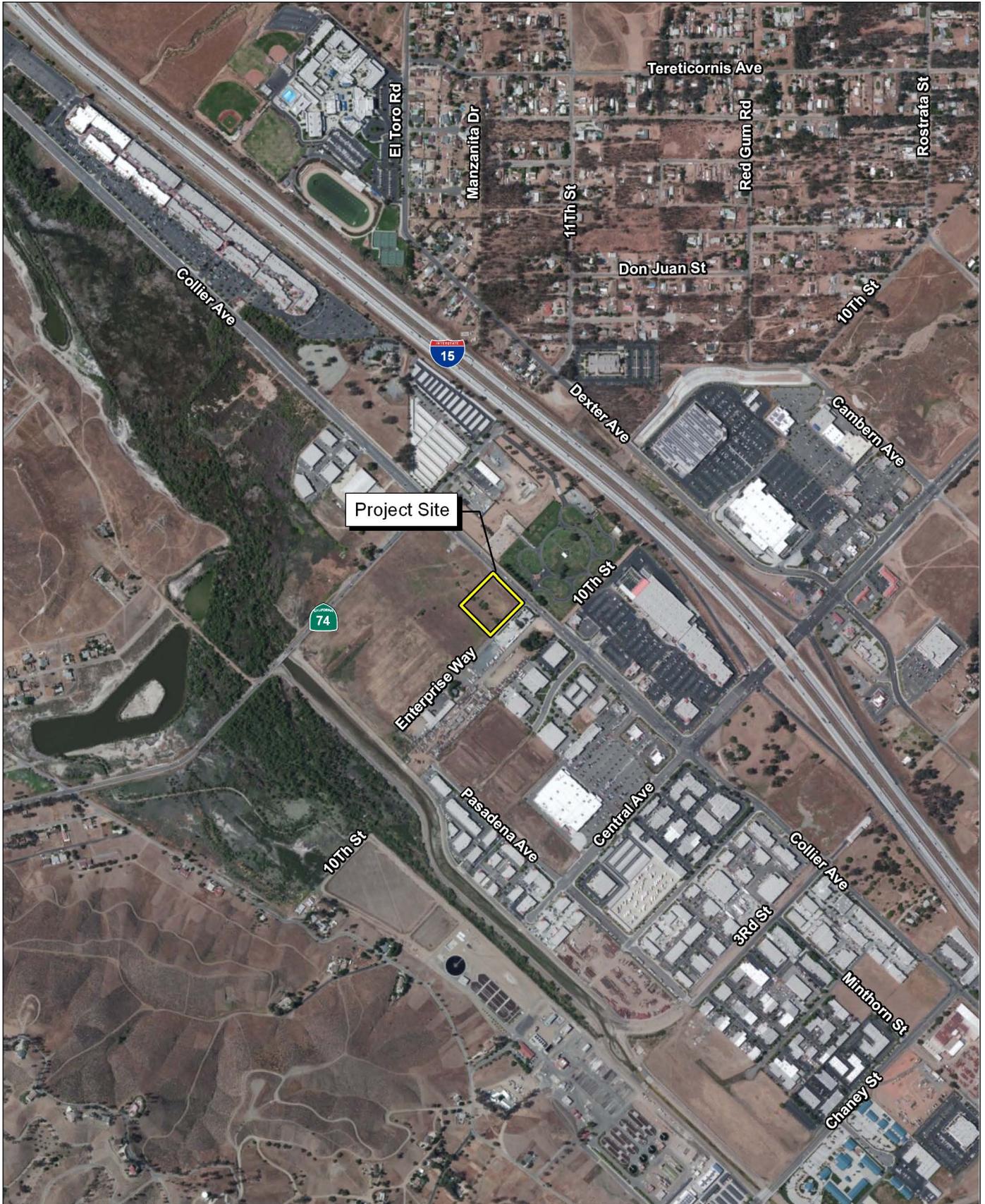
California Department of Transportation (Caltrans)



Source: Census 2000 Data, The CaSIL, FCS GIS 2014.



## Exhibit 1 Regional Location Map



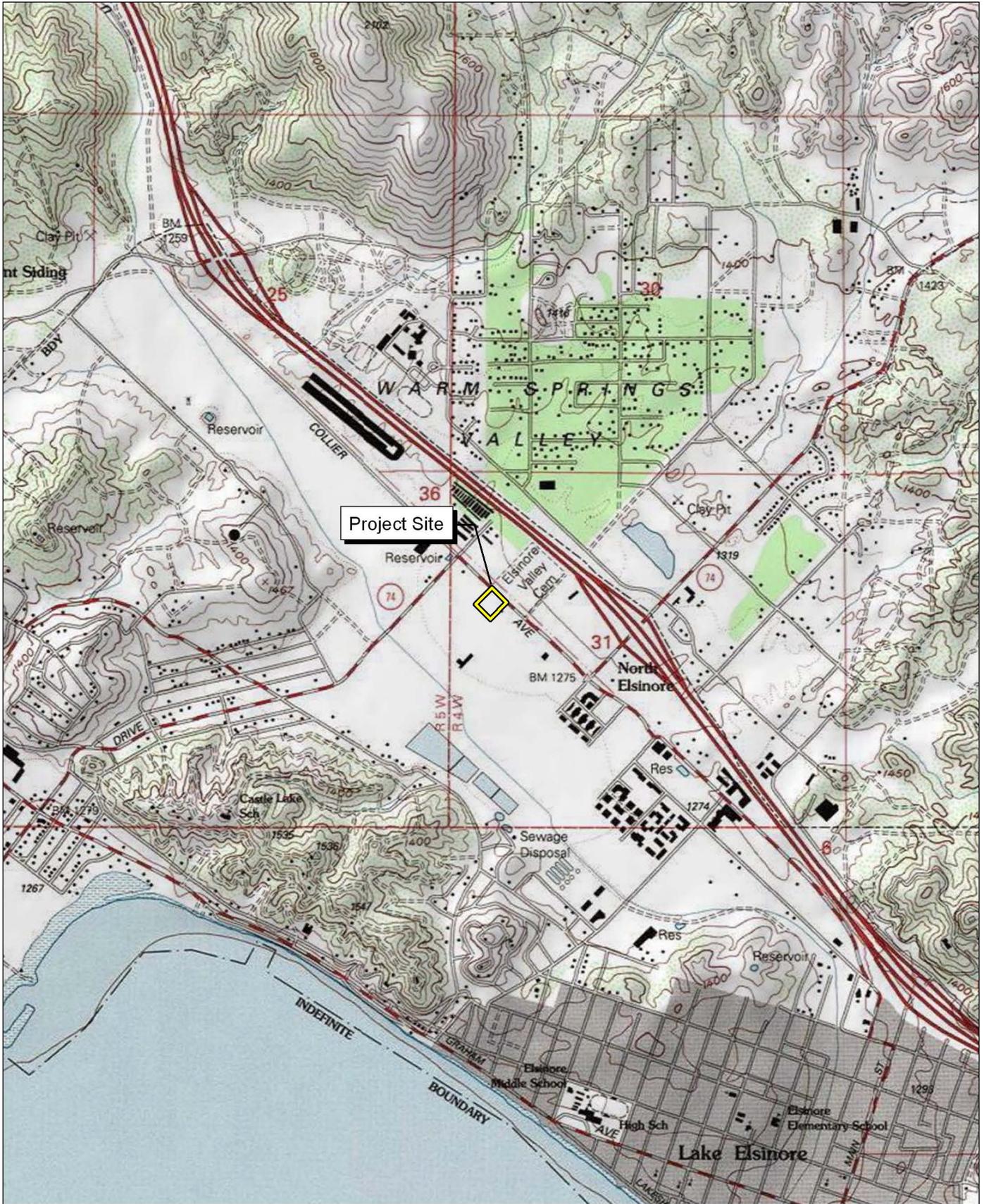
Source: ESRI Aerial Imagery. FCS Field Survey and GIS Data, 2014.

Exhibit 2

Local Vicinity Map

Aerial Base

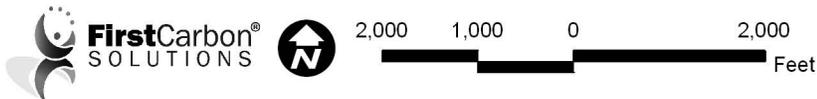


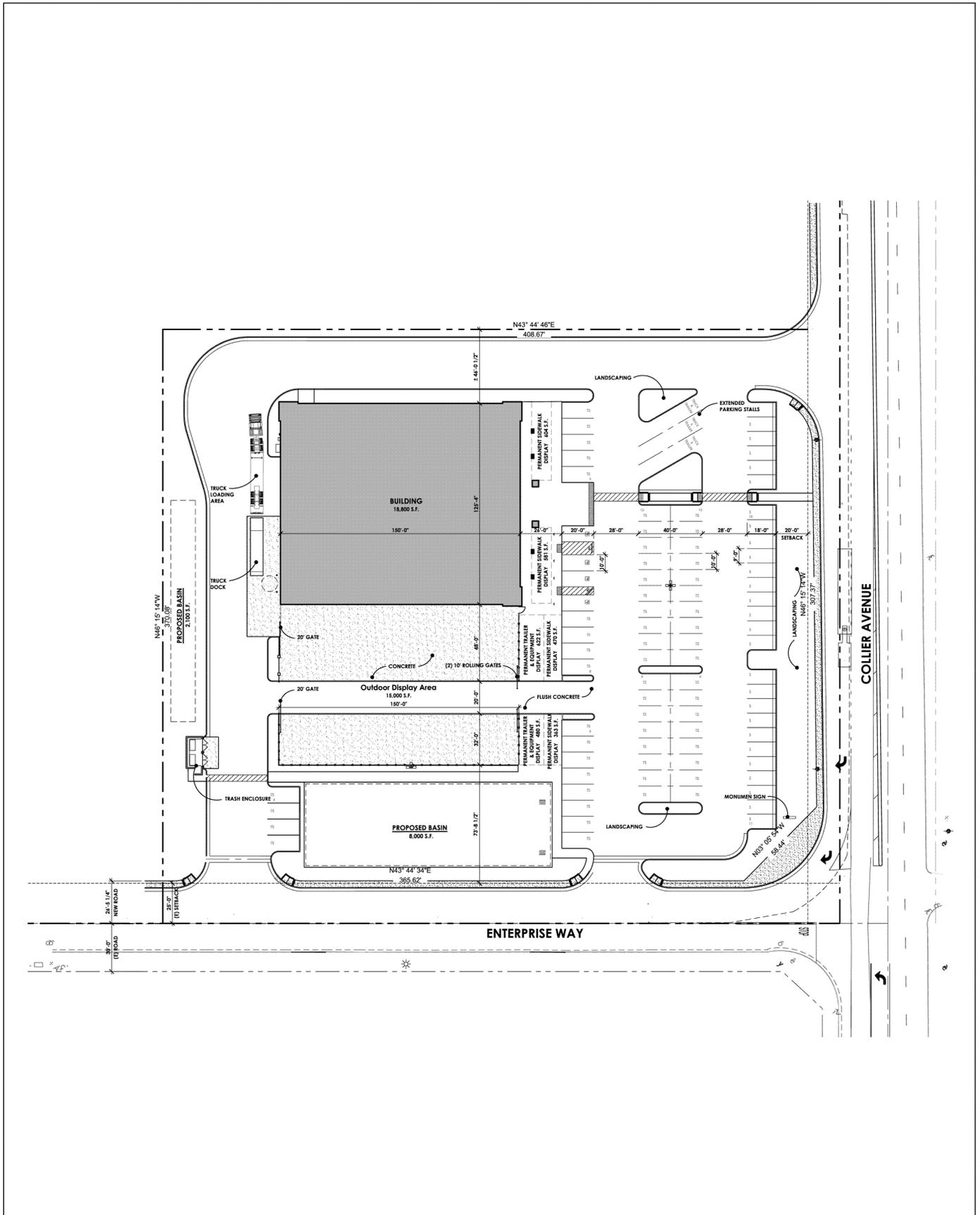


Source: TOPO! USGS Lake Elsinore, CA (1997) 7.5' DRG.

Exhibit 3

Local Vicinity Map  
Topographic Base





Source: Architecture Plus Inc., February 2014.



# Exhibit 4 Site Plan

**B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

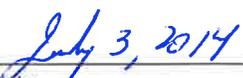
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

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

**C. DETERMINATION**

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

  
\_\_\_\_\_  
(Richard J. MacHott, Planning Manager)

  
\_\_\_\_\_  
Date

	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) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<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.</b>				
<b>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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>III. AIR QUALITY. Where available, significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</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) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?				
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES. Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>
<b>V. CULTURAL RESOURCES. Would the project:</b>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the California Code of Regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands area adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IX. HYDROLOGY AND WATER QUALITY. Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there could be a net deficit in aquifer volume or a lowering of the local groundwater table (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Flood Insurance Rate Map or other flood hazard delineation map?				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. 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) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>XI. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. NOISE. Would the project result in:</b>				
a) Exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use 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"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
or working in the project area to excessive noise levels?				
<b>XIII. POPULATION AND HOUSING. Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public services/facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XV. RECREATION.</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVI. TRANSPORTATION/TRAFFIC. Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
designated roads or highways?				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill system with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XVIII. 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## IV. ENVIRONMENTAL ANALYSIS

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

### I. AESTHETICS

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

The project site currently consists of vacant land covered with natural vegetation, weeds, and trees. No operations are currently conducted onsite. Land uses in the project vicinity consist of commercial activity, previously developed land, and vacant land. Collier Avenue borders the project site to the northeast with Enterprise Way bordering the site to the southeast. The City designates scenic resources in the General Plan including Lake Elsinore, Cleveland National Forest, rugged hills, mountains, ridgelines, rocky outcroppings, streams, vacant land with vegetation, buildings of historical and cultural significance such as the cultural center, bathhouse and military academy, parks, and trails. The project site contains one of these features, vacant land with native vegetation. However, the project is located within an areas designated for Limited Industrial development and is not considered an area of scenic value.

Furthermore, the City of Lake Elsinore is primarily concerned with the scenic vistas associated with Lake Elsinore. The proposed project is located west of Interstate 15 (I-15), situated between the roadway and the lake. However, the establishment of the proposed project would not obstruct the viewshed as the project site is located at a lower elevation than the I-15 freeway. Additionally, as discussed in the Lake Elsinore General Plan, many commuters on the I-15 are moving too quickly to clearly observe the views from this section of the freeway. Impacts to a scenic vista will be less than significant.

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

(Sources: City of Lake Elsinore General Plan, December 13, 2011)

#### 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 is not located within the vicinity of a designated state scenic highway, precluding the possibility of impacting scenic resources associated with a scenic highway. There are two routes in the project vicinity, I-15 and State Highway 74 that are designated as “Eligible State Scenic Highways - Not Officially Designated.” Thus, at this time there are no designated scenic highways within the vicinity. Impacts to scenic resources within a state scenic highway are less than significant.

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

(Sources: Department of Transportation, CA Scenic Highway Mapping System. Website: [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm))

**c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Less Than Significant Impact)**

As previously discussed in I.a), above, the project is located within an existing developed industrial area. The site consists of vacant and previously disturbed land with natural vegetation. Implementation of the project would establish a commercial use with associated features including landscaping. Due to the previously disturbed nature of the project site, and the industrial-related land uses within the vicinity, the project would not substantially degrade the existing visual character or quality of the site and its surroundings. Impacts are less than significant.

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

(Sources: Site Visit)

**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)**

Pursuant to the City's General Plan, light and glare impacts to the Mount Palomar Observatory are of concern to the City. Furthermore, areas of light pollution impacts have been identified through a "ring analysis," where primary impacts to the Observatory are within a 30-mile radius, and secondary impacts are up to 45 miles. According to the General Plan Figure 4.12, the project site is within the 45-mile secondary impacts radius. The project would introduce light features to the vacant project site, but would not adversely affect day or nighttime views in the area. The new building and associated components would include lighting features typical of commercial developments, such as security lighting and indoor store lighting. While the project would introduce new sources of light compared to the existing conditions, all lighting fixtures would comply with the general provisions as outlined in Section 17.112.040 Lighting (for Nonresidential Development) of the Lake Elsinore Municipal Code (LEMC). Section 17.112.040 requires all outdoor lighting fixtures in excess of 60 watts to be oriented and shielded to prevent direct illumination above the horizontal plane passing through the luminaire and prevent any glare or illumination on adjacent properties or streets. Additionally, 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. Impacts will be less than significant.

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

(Sources: City of Lake Elsinore General Plan, December 13, 2011)

## **II. AGRICULTURE AND FORESTRY RESOURCES**

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

The Farmland Mapping and Monitoring Program (FMMP) has designated the project site as "Farmland of Local Importance. Therefore, the project site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Although the project is considered farmland that is locally important, the General Plan and Zoning Code designate the project site for commercial and limited manufacturing use. Therefore, the City does not designate the project site as farmland of local importance, but rather, land that should be utilized for other purposes, as designated. Impacts are less than significant.

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

(Sources: California Resources Agency, Farmland Mapping and Monitoring Program (FMMP))

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

The California Department of Conservation indicates that no Williamson Act contracts are active for any area within Lake Elsinore. The Lake Elsinore General Plan does not identify any specific designation for agricultural uses, but does note that small-scale agricultural uses may be appropriate in the Hillside Residential land use designation. The Lake Elsinore Zoning Code does not contain any agricultural zones or any zone that principally allows agricultural uses. The project site is zoned in the Lake Elsinore Municipal Code as “CM” Commercial Manufacturing and does not propose any changes to uses allowed or development standards within the General Plan or Zoning Code related to agricultural uses. Therefore, there will be no conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur.

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

(Sources: California Department of Conservation. Williamson Act Program, 2011/2012)

**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 USDA Forest Service vegetation maps identify most of the City as urban, herbaceous, or shrub type indicating that there are no areas currently growing industrial wood tree species. Portions of the City are mapped as hardwood forest/woodland. However, these areas of vegetation are primarily located within drainage, hillside, and other similar areas within the City. The project site is vacant and is neither forest land nor timberland as defined by the referenced code sections. In addition, the project site is zoned in the Lake Elsinore Municipal Code as “CM” Commercial Manufacturing and does not propose any changes to uses allowed or development standards within the General Plan or Zoning Code related to forest land or timberland uses, beyond that which is currently allowed. Therefore, the project will have no impact to any timberland zoning or loss of forest land. No impacts would occur.

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

(Sources: USDA Forest Service. Pacific Southwest Region. EvvegTile53B\_\_02\_03\_v2 and EvvegTile54\_\_02\_03\_v2. 2007)

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

As previously stated in Impact II c, the USDA Forest Service vegetation maps identify most of the City as urban, herbaceous, or shrub type indicating that there are no areas currently growing industrial wood tree species. Portions of the City are mapped as forest/woodland. However, these areas of vegetation are primarily located within drainage, hillside, and other similar areas within the City. The project site is vacant and does not contain forest land as defined by Public Resources Code section 4526 and Government Code section 51104(g). Therefore, development of the project will not result in the loss of forest land or result in the conversion of forest land to non-forest uses. No impacts would occur.

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

(Sources: USDA Forest Service. Pacific Southwest Region. EvvegTile53B\_\_02\_03\_v2 and EvvegTile54\_\_02\_03\_v2. 2007)

**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? (Less Than Significant Impact)**

The project is bounded by roadways, vacant land, and commercial uses. The project site is designated as “Limited Industrial” by the General Plan. Surrounding land uses do not include active agriculture. The project consists of a commercial store that would not infringe on its surroundings, including potential agricultural land. The project would not cause, by location or nature, the conversion of Farmland to non-agricultural use. Impacts are less than significant.

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

(Sources: City of Lake Elsinore General Plan, December 13, 2011, City of Lake Elsinore Zoning Map, 2012)

### **III. AIR QUALITY**

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

The project site is located within the South Coast Air Basin (Air Basin) and within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The current air quality attainment plan is the 2012 Air Quality Management Plan (2012 AQMP). The 2012 AQMP was adopted on December 7, 2012 (SCAQMD 2012). The purpose of the 2012 AQMP is to set forth a comprehensive and integrated program that would lead the Air Basin into compliance with the federal 24-hour PM<sub>2.5</sub> air quality standards, and to provide an update of the Air Basin’s projections in meeting the federal 8-hour ozone standards. Although the 2012 AQMP is the current AQMP for the Air Basin, the SCAQMD adopted and implemented multiple different AQMPs prior to the current 2012 document. Therefore, “AQMP” is used as a generic term when not associated with a specific document.

According to the 1993 South Coast Air Quality Management District Handbook (Handbook), there are two key indicators of consistency with an AQMP:

**Indicator 1:** Whether the project would not 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 emissions reductions specified in the AQMP.

**Indicator 2:** A project would conflict with the AQMP if it will exceed the assumptions in the AQMP in 2010 or increments based on the year of project build-out and phase. The Handbook indicates that key assumptions to use in this analysis are population number and location and a regional housing needs assessment.

For the purpose of the analysis within this study, consistency with the 2012 AQMP would also be determined based on whether the proposed project would comply with applicable control measures, rules, and regulations, in addition to Indicator 1.

#### **Project’s Contribution to Air Quality Violations**

The proposed project would be consistent with the 2012 AQMP, if the proposed project would not 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 Plan. As discussed in Section 3(b), below, the proposed project would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, the proposed project's air quality impacts will be less than significant in this regard. If the project emissions exceed the SCAQMD's regional thresholds for oxides of nitrogen (NO<sub>x</sub>), volatile organic compounds (VOC), and particulate matter (both PM<sub>10</sub> and PM<sub>2.5</sub>), it follows that the emissions could contribute to a cumulative exceedance of a pollutant for which the Air Basin is in nonattainment (ozone, nitrogen dioxide, PM<sub>10</sub>, PM<sub>2.5</sub>) at a monitoring station, and would not be consistent with the goals of the 2012 AQMP (which are to achieve attainment of pollutants). As discussed in Section 3(c), below, the proposed project would not contribute towards a cumulatively considerable regional air quality violation impact.

Therefore, the proposed project is consistent with Indicator 1, and would not conflict with the 2012 AQMP.

### **Consistency with Growth Assumptions**

According to Chapter 12 of the SCAQMD's CEQA Air Quality Handbook, the purpose of the consistency finding is to determine whether a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus, whether it would interfere with the region's ability to comply with federal and state air quality standards. If a project is inconsistent, local governments need to consider project modifications or inclusion of mitigation to eliminate the inconsistency. Consistency with the AQMP implies that a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve the national and state air quality standards.

The proposed project would be consistent with the 2012 AQMP if it does not exceed the growth assumptions in the 2012 AQMP. The growth assumptions in the 2012 AQMP are based on regional growth projections, state housing needs allocations, vehicle miles traveled data from the Southern California Association of Governments which in turn, are informed by County and City General Plan growth projections. The City of Lake Elsinore adopted their current General Plan prior to the SCAQMD's adoption of the 2012 AQMP. Therefore, it is reasonable to assume that the growth projected by the City's General Plan is incorporated in the 2012 AQMP. The primary method of determining consistency with the 2012 AQMP growth assumptions is consistency with the City's General Plan land use designation for the site. The City of Lake Elsinore's General Plan designates the project site as LI (Limited Manufacturing) to accommodate the growth of businesses in the project vicinity. Since the proposed project's intended land use would be consistent with the current General Plan, implementation of the proposed project would not require amendments to the City's land use or zoning designations for the project site. Therefore, the project would be within the City's General Plan designation and is consistent with the SCAQMD's 2012 AQMP according to this criterion. The proposed project is consistent with Indicator 2, and would not conflict with the 2012 AQMP.

### **Compliance with AQMP Control Measures, Rules, and Regulations**

In addition to not conflicting with the AQMP, the proposed project would comply with all applicable rules and regulations of the AQMP. The proposed project would include construction activities, which would increase the amount of construction fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>), therefore the proposed project would need to comply with SCAQMD Rule 403 (SCAQMD 2005). Rule 403 governs emissions of fugitive dust during construction and operation activities. The rule requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance

offsite. Compliance with this rule is achieved through the application of standard Best Management Practices (BMPs). Rule 403 BMPs include but are not limited to the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep onsite and offsite streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

Compliance with the BMP requirements in Rule 403 is mandatory; as such, the project is required to implement the BMPs by law. These measures are accounted for in the California Emissions Estimator Model (CalEEMod) version 2013.2.2 computer program as "mitigation" because of how the model is constructed, even though compliance with Rule 403 requirements is neither voluntary nor considered mitigation under CEQA. The proposed project's compliance with SCAQMD Rule 403 would result in consistency with the applicable AQMP control measures.

As such, the proposed project would not conflict with or obstruct implementation of the applicable air quality plans, and the impact will be less than significant.

In summary, the project would not significantly contribute to an air quality violation, would be consistent with the growth assumptions of the 2012 AQMP, and would comply with all applicable rules and regulations.

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

(Sources: South Coast Air Quality Management District. 2005. Guidance for Addressing Air Quality Issues in General Plans and Local Planning. Website: <http://www.aqmd.gov/prdas/aqguide/doc/chapter05.pdf>)

**b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Less Than Significant Impact)**

Two criteria are used to assess the significance of this impact: (1) the localized construction analysis and (2) the CO hot spot analysis. Potential localized impacts would occur if a project exceeds state or federal standards for nitrogen dioxide (NO<sub>2</sub>), PM<sub>2.5</sub>, PM<sub>10</sub> or CO. Emissions of NO<sub>2</sub>, PM<sub>2.5</sub>, PM<sub>10</sub> and CO could be emitted during project construction from construction equipment, construction employee trips, and vendor trips. CO emissions are of concern during project operation because operational CO hotspots are related to increases in on-road vehicle congestion.

**Localized Construction Analysis**

The SCAQMD’s Governing Board adopted a methodology for calculating localized air quality impacts through localized significance thresholds (also referred to as a LST analysis). Localized significance thresholds represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. Localized significance thresholds were developed in recognition of the fact that criteria pollutants such as CO, NO<sub>x</sub>, and PM<sub>10</sub> and PM<sub>2.5</sub> in particular, can have local impacts at nearby sensitive receptors as well as regional impacts. The localized significance thresholds are developed for each source receptor area and are applicable to NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

The project site is located in Source Receptor Area 25 (SRA 25). The SCAQMD states that receptor locations are onsite locations where persons may be exposed to the emissions from project activities. Receptor locations include residential, commercial and industrial land use areas; and any other areas where persons can be situated for an hour or longer at a time. The closest worker receptor is located approximately 25 meters southeast of the project site. The closest sensitive receptor is located more than 200 meters north of the project site.

The onsite emissions during construction were compared with the localized significance thresholds for SRA 25, 1-acre site, with a receptor at 25 meters for NO<sub>x</sub> and CO, and 200 meters for PM<sub>10</sub> and PM<sub>2.5</sub>. The CalEEMod program was used to estimate air pollutant emissions from project construction. Compliance with the dust control BMP requirements in Rule 403 is mandatory; as such, the project is required to implement the BMPs by law. These measures are accounted for in the CalEEMod program as “mitigation” because of how the model is constructed, even though compliance with Rule 403 requirements is neither voluntary nor considered mitigation under CEQA. The emissions quantification methodology and assumptions, as well as the detailed modeling output, are provided as Appendix A to this IS/MND. The results of the localized significance analysis are provided in Table 1. Onsite construction emissions are from fugitive dust during grading and off-road diesel emissions.

**Table 1: Localized Significance Analysis**

Source	Onsite Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	57.62	42.96	10.18	6.76
Grading	41.10	26.75	4.94	3.50
Building Construction (2014)	31.25	18.93	2.23	2.10
Building Construction (2015)	30.03	18.74	2.12	1.99

Source	Onsite Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Paving	20.31	12.68	1.22	1.13
Architectural Coating	2.57	1.90	0.22	0.22
<b>Maximum Daily Emissions</b>	<b>57.62</b>	<b>42.96</b>	<b>10.18</b>	<b>6.76</b>
Localized Significance threshold	162	750	67	20
Exceed Threshold?	No	No	No	No
Notes: NO <sub>x</sub> = nitrogen oxides                      CO = carbon monoxide SO <sub>x</sub> = sulfur oxides                              PM <sub>10</sub> and PM <sub>2.5</sub> = particulate matter less than 0.1 µg and less than 2.5 µg, respectively Source of emissions: CalEEMod Output (Appendix A). Source of thresholds: South Coast Air Quality Management District 2009, for Source Receptor Area 25. The thresholds for nitrogen dioxide and CO are based on the distance to the nearest worker (25 meter look-up value) because those pollutants have an averaging time for 8 hours or less and workers would be onsite for 8 hours. The thresholds for PM10 and PM2.5 are based on the distance to the nearest sensitive receptor (200 meter look-up value).				

The localized construction analysis demonstrates that the proposed project would not exceed the localized significance thresholds for NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub>. Therefore, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation during construction.

### Operational CO Hotspot

Localized high levels of carbon monoxide (CO hot spot) are associated with traffic congestion and idling or slow moving vehicles. To provide a worst-case scenario, CO concentrations were estimated at project-impacted intersections, where the concentrations would be the greatest. The SCAQMD recommends that a local CO hot spot analysis be conducted if the intersection meets one of the following criteria:

1. The intersection is at Level of Service (LOS) D or worse and where the project increases the volume to capacity ratio by 2 percent, or
2. The project degrades LOS at an intersection from C to D.

A Traffic Analysis for the proposed project included an analysis of traffic volumes at the Collier Avenue and Enterprise Way intersection existing conditions plus the proposed project (Trames Solutions Inc. 2013). The study found that the LOS at Collier Avenue and Enterprise Way intersection would degrade from LOS C to LOS D during the PM peak hour.

The CALINE4 was used to evaluate the project's potential to generate a CO hotspot. There are several inputs to the CALINE4 model. One input is the traffic volumes, which is from the project-specific traffic report. The traffic volumes with the project were used for the Opening Year scenario as well as emission factors generated using the EMFAC2007 model for the year 2014.

As shown in Table 2, the estimated 1-hour and 8-hour average CO concentrations at build-out, in combination with background concentrations are below the state and federal standards. No CO hot spots are anticipated because mobile emissions of CO from the project are not anticipated to contribute substantially to an existing or projected air quality violation of CO. Therefore, according to this criterion, air pollutant emissions during operation would result in a less than significant impact.

**Table 2: Localized Carbon Monoxide Concentrations**

Intersection	Peak Hour	Estimated CO Concentration (ppm)		Significant Impact?
		1 Hour	8 Hour	
Collier Avenue and Enterprise Drive	PM	1.5	1.1	No
Notes: Use information from the Lake Elsinore-W Flint Street Monitoring Station The 1-hour concentration is the CALINE4 output (see Appendix A for model output) plus the 1-hour background concentration of 0.74 ppm. The 8 hour project increment was calculated by multiplying the 1 hour CALINE4 output by 0.7 (persistence factor), then adding the 8 hour background concentration of 0.52 ppm. A significant impact would occur if the estimated CO concentration is over the 1-hour state standard of 20 ppm or the 8-hour state/federal standard of 9 ppm.				

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

(Sources: Appendix F: Trames Solutions Inc. 2013. Lake Elsinore Tractor Supply Company – Traffic Analysis, Appendix A: FCS-MBAa. 2014. Air Quality Emissions Modeling Output)

**c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? (Less Than Significant Impact)**

**Less Than Significant Impact.** This impact is related to regional criteria pollutant impacts. If an area is in nonattainment for a criteria pollutant, then the background concentration of that pollutant has historically exceeded the ambient air quality standard. The non-attainment regional pollutants of concern are ozone, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Ozone is not emitted directly into the air, but is a regional pollutant formed by a photochemical reaction in the atmosphere. Ozone precursors, VOC and NO<sub>x</sub>, react in the atmosphere in the presence of sunlight to form ozone. Therefore, the SCAQMD does not have a recommended ozone threshold, but it does have thresholds of significance for VOC and NO<sub>x</sub>. This impact section includes analysis of, and significance determinations for those pollutants.

The SCAQMD’s regional significance thresholds for project construction and operation are provided within the respective analyses below. Regional emissions include those generated from all onsite and offsite activities. Regional significance thresholds have been established by the SCAQMD because emissions from projects in the Air Basin can potentially contribute to the existing emission burden and possibly affect the attainment and maintenance of ambient air quality standards.

If project emissions exceed the SCAQMD’s regional thresholds for oxides of nitrogen (NO<sub>x</sub>), volatile organic compounds (VOC), and particulate matter (both PM<sub>10</sub> and PM<sub>2.5</sub>), it follows that the emissions could contribute to a cumulative exceedance of a pollutant for which the Air Basin is in nonattainment (ozone, nitrogen dioxide, PM<sub>10</sub>, PM<sub>2.5</sub>) at a monitoring station in the Air Basin. Therefore, projects within the Air Basin region with regional emissions in excess of any of the regional significance thresholds are considered to have a significant cumulative impact on regional air quality.

**Construction Emissions**

Construction activities associated with the proposed development could temporarily increase NO<sub>x</sub>, VOC, PM<sub>10</sub>, PM<sub>2.5</sub>, and sulfur oxides (SO<sub>x</sub>) concentrations in the project vicinity. The primary source of construction-related VOC and NO<sub>x</sub> emission is gasoline and diesel powered, heavy-duty mobile construction equipment. Primary sources of PM<sub>10</sub> and PM<sub>2.5</sub> emissions are generally clearing activities,

grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed surfaces. The proposed project's construction emissions were estimated using CalEEMod. The emissions quantification methodology and assumptions, as well as the detailed modeling output, are provided as Appendix A to this IS/MND. Within each construction phase, the analysis conservatively assumes that all construction equipment would be operated simultaneously, which is not likely to occur.

Table 3 summarizes construction-related emissions. The information shown in Table 3 indicates that the SCAQMD regional emission thresholds would not be exceeded for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. Therefore, impacts from construction-related emissions will be less than significant.

**Table 3: Construction Air Pollutant Emissions**

Source	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	5.39	57.75	44.29	0.39	10.39	6.81
Grading	4.49	49.79	33.88	0.05	5.67	3.80
Building Construction (2014)	4.10	32.45	21.89	0.03	2.56	2.20
Building Construction (2015)	3.86	31.08	21.43	0.03	2.45	2.09
Paving	2.46	20.43	14.01	0.02	1.45	1.19
Architectural Coating	26.34	2.60	2.23	0.01	0.28	0.24
<b>Maximum Daily Construction Emissions</b>	<b>26.34</b>	<b>57.75</b>	<b>44.29</b>	<b>0.39</b>	<b>10.39</b>	<b>6.81</b>
Significance threshold	75	100	550	150	150	55
Significant impact?	No	No	No	No	No	No
Notes: VOC = volatile organic compounds      NO <sub>x</sub> = nitrogen oxides      CO = carbon monoxide SO <sub>x</sub> = sulfur oxides      PM <sub>10</sub> and PM <sub>2.5</sub> = particulate matter less than 0.1 µg and less than 2.5 µg, respectively Source of emissions: CalEEMod Output (Appendix A). Source of thresholds: SCAQMD 2011.						

### Operational Emissions

Operational emissions occur over the lifetime of the project. The main source of operational emissions from the project will be mobile sources (e.g., motor vehicles) traveling to and from the proposed project.

The CalEEMod was used to quantify project-generated operational emissions. The analysis methodology, assumptions and the CalEEMod output are provided in Appendix A. As shown in Table 4, the average daily increase in mobile emissions from the project will be less than the SCAQMD's significance thresholds; therefore, impacts from operational emissions will be less than significant.

**Table 4: Operational Air Pollutant Emissions**

Source	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	1.23	0.00	0.01	0.00	0.00	0.00
Energy	0.02	0.15	0.12	0.00	0.01	0.01
Mobile	2.95	9.76	39.29	0.08	5.64	1.61

Source	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Total Daily Operational Emissions</b>	<b>4.19</b>	<b>9.90</b>	<b>39.42</b>	<b>0.08</b>	<b>5.65</b>	<b>1.62</b>
Significance threshold	55	55	550	150	150	55
Significant impact?	No	No	No	No	No	No
Notes: VOC = volatile organic compounds    NO <sub>x</sub> = nitrogen oxides    CO = carbon monoxide SO <sub>x</sub> = sulfur oxides PM <sub>10</sub> and PM <sub>2.5</sub> = particulate matter less than 0.1 µg and less than 2.5 µg, respectively <sup>1</sup> Total annual mobile emissions assume 5 additional race days per year. Source of emissions: CalEEMod Output (Appendix A). Source of thresholds: SCAQMD 2011.						

## Conclusion

In summary, the project would not exceed the SCAQMD's regional significance thresholds for construction or operational pollutants. Therefore, the proposed project would not significantly contribute towards a cumulatively considerable regional air quality violation impact. The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment. Impacts would be less than significant.

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

(Sources: Appendix F: Trames Solutions Inc. 2013. Lake Elsinore Tractor Supply Company – Traffic Analysis, Appendix A: FCS/MBAA. 2014. Air Quality Emissions Modeling Output, South Coast Air Quality Management District (SCAQMD). 2011a. Air Quality Significance Thresholds. Revised March 2011. Website: [www.aqmd.gov/ceqa/handbook/signthres.pdf](http://www.aqmd.gov/ceqa/handbook/signthres.pdf). Accessed July 18, 2013.)

### d) **Expose sensitive receptors to substantial pollutant concentrations? (Less Than Significant Impact)**

**Less Than Significant Impact.** This discussion addresses whether the project would expose sensitive receptors to construction-generated fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>), construction-generated diesel particulate matter (DPM), operational related toxic air contaminants (TACs), or operational CO hotspots.

For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (SCAQMD 2008). Commercial and industrial facilities are not included in the definition because employees do not typically remain onsite for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as nitrogen dioxide and carbon monoxide), commercial and/or industrial facilities would be considered sensitive receptors for those purposes. The project site is not considered a sensitive receptor. Additionally, no sensitive receptors exist near the project site. The nearest sensitive receptor to the project construction area is more than 200 meters north of the extent of project construction.

### **Construction: Localized emissions**

Air pollutant emissions from project construction could create localized health impacts if the ambient air quality standards are exceeded. As shown in Section 3(b), the project would not exceed the SCAQMD's localized significance thresholds for construction-generated emissions. Therefore, the project would not expose receptors to substantial air pollutant concentrations from construction activities.

### **Toxic Air Contaminants - Construction**

Equipment used during construction of the proposed project would emit diesel particulate matter, which is a carcinogen. However, the diesel particulate matter emissions are short-term in nature. Determination of risk from diesel particulate matter is considered over a 70-year exposure time. Guidance published by the California Air Pollution Control Officers Association (CAPCOA), Health Risk Assessments for Proposed Land Use Projects, does not include guidance for health risks from construction projects addressed in CEQA; risks near construction projects are expected to be included later when the toxic emissions from construction activities are better understood. Additionally, the nearest sensitive receptors are located more than 200 meters north of the extent of project construction. Therefore, considering the dispersion of the emissions and the short time frame, exposure to diesel particulate matter would be considered less than significant.

### **Toxic Air Contaminants - Operation**

The California Air Resources Board (ARB) Air Quality and Land Use Handbook contains recommendations that will “help keep California’s children and other vulnerable populations out of harm’s way with respect to nearby sources of air pollution” (ARB 2005), including recommendations for distances between sensitive receptors and certain land uses. These recommendations are assessed as follows.

- Distribution centers. ARB recommends avoiding siting sensitive land uses within 1,000 feet of a distribution center. The proposed project is not a distribution center; therefore, this criterion is not applicable.
- Fueling stations. ARB recommends avoiding siting sensitive land uses within 300 feet of a large fueling station (a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities. The proposed project is not a gas station; therefore, this criterion is not applicable.
- Dry cleaning operations. ARB recommends avoiding siting sensitive land uses within 300 feet of any dry cleaning operation that uses perchloroethylene. For operations with two or more machines, ARB recommends a buffer of 500 feet. For operations with three or more machines, ARB recommends consultation with the local air district. The proposed project is not a dry cleaning operation; therefore, this criterion is not applicable.

As such, the proposed project would not site and expose any sensitive land uses within the siting distances recommended by ARB. Therefore, the project would not expose sensitive receptors to significant risk from project operational emission.

### **Operational: CO Hotspot**

As shown in Section 3(b), above, the project would not create a localized CO hotspot. Therefore, the project would not expose receptors to substantial CO concentrations from operational activities.

### **Conclusion**

The project would not expose sensitive receptors to substantial quantities or significant concentrations of construction-generated emissions, construction-generated DPM, operational TACs, or CO hotspots. Therefore, the project would result in a less than significant impact.

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

(Sources: California Air Pollution Control Officers Association. 2009. Health Risk Assessments for Proposed Land Uses. Website: [http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA\\_HRA\\_LU\\_Guidelines\\_8-6-09.pdf](http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf).)

California Air Resources Board (ARB). 2005. California Environmental Protection Agency. Air Quality and Land Use Handbook: A Community Health Perspective. April 2005. Website: [www.arb.ca.gov/ch/landuse.htm](http://www.arb.ca.gov/ch/landuse.htm).

South Coast Air Quality Management District (SCAQMD). 2008. Final Localized Significance Threshold Methodology, Appendix C. Website: [www.aqmd.gov/CEQA/handbook/LST/LST.html](http://www.aqmd.gov/CEQA/handbook/LST/LST.html).

**e) Create objectionable odors affecting a substantial number of people? (Less Than Significant Impact)**

Odors are generally regarded as an annoyance rather than a health hazard. People may have different reactions to the same odor. An odor that is offensive to one person may be acceptable to another (e.g., coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. Known as odor fatigue, a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity of the odor. The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors. The closest worker receptor is located approximately 25 meters southeast of the project site. The closest sensitive receptor is located more than 200 meters north of the project site.

Typical sources of objectionable odors include agricultural operations (e.g., dairies, feedlots, etc.), landfills, wastewater treatment plants, refineries, and other types of industrial land uses. The proposed project includes the development of a tractor supply store, and is not a land use typically associated with emitting objectionable odors. Therefore, impacts associated with the creation of objectionable odors would be less than significant.

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

(Sources: Site Visit, Project Design)

#### **IV. BIOLOGICAL RESOURCES**

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

#### Burrowing Owl

The project may have a substantial effect on burrowing owl (*Athene cunicularia*). The project site contains disturbed grassland habitat dominated by non-native species including Russian thistle (*Salsola Tragus*), tree tobacco (*Nicotiana glauca*), and tamarisk (*Tamarix* sp.). This habitat provides suitable habitat for burrowing owl. A number of suitable burrows were found on the project site during the reconnaissance-level survey conducted in March of 2014. The burrowing owl (BUOW) is listed as a California Species of Concern as designated by the California Department of Fish and Wildlife (CDFW), and is a conditionally covered species in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Therefore, mitigation measure BIO-1 will be implemented to conduct pre-construction focused species surveys for burrowing owl within 30-days prior to any ground-disturbing activities at the project site where suitable habitat is present. With the implementation of mitigation measure BIO-1, impacts to BUOW would be less than significant.

#### Nesting Birds

The project may have a substantial effect on nesting birds. The project site contains approximately 20 arroyo willow (*Salix lasiolepis*) and a couple tamarisk located in the eastern portion of the project site. This habitat provides suitable nesting habitat for a variety of avian species.

Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA). The MBTA protects all common wild birds found in the United States (U.S.) except the house sparrow, starling, feral pigeon, and resident game birds such as pheasant, grouse, quail, and wild turkey. Resident game birds are managed separately by each state. The MBTA makes it unlawful for anyone to kill, capture, collect, possess, buy, sell, trade, ship, import, or export any migratory bird including feathers, parts, nests, or eggs.

Nesting birds are also protected under the California Fish and Game Code (CFG Code). The CDFW administers the CFG Code. There are particular sections of the CFG Code that are applicable to natural resource management. For example, § 3503 of the CFG Code states it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird that is protected under the MBTA. CFG Code § 3503.5 further protects all birds in the orders Falconiformes and Strigiformes, birds of prey such as hawks and owls, and their eggs and nests from any form of take. Therefore, mitigation measure BIO-2 will be required to implement site-preparation activities (removal of trees and vegetation) to avoid, to the greatest extent possible, potentially occurring native and migratory bird species during the nesting season (generally February 1 to August 31). With the implementation of mitigation measure BIO-2, impacts to potentially occurring native and migratory bird species would be less than significant.

#### **Mitigation Measures:**

**MM BIO-1** Due to the presence of suitable habitat onsite for the western burrowing owl, a qualified biologist shall conduct pre-construction focused species surveys within 30-days prior to any ground-disturbing activities at the project site where suitable habitat is present. If burrowing owls are determined to occupy the project site during preconstruction surveys, CDFW shall be consulted and a passive relocation program shall be undertaken to relocate owls to an area outside the impact zone. The relocation shall be conducted following accepted protocols and would occur outside of the breeding season for the burrowing owl. Existing burrows shall be destroyed once they are vacated.

**MM BIO-2** In order to avoid violation of the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code site-preparation activities (removal of trees and vegetation) shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species.

If preparation activities are to occur during the avian nesting season, February 15 through August 31, then a 30-day pre-construction clearance nesting bird survey shall be conducted by a qualified biologist to determine whether active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located within the project area and appropriate buffer, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-construction field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 250 feet of sensitive or protected songbird nests. A qualified biologist shall be required to monitor the nest until it is determined that the nest is no longer active, at which time vegetation removal could continue.

(Sources: FCS reconnaissance-level survey conducted in March of 2014)

California Fish and Game Code. Fish and Game Code Section 3500-3516)

**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)**

A variety of drainages cross the City of Lake Elsinore originating from the surrounding hills and generally draining towards Lake Elsinore. According to the United States Fish and Wildlife Service, wetlands are present within the City primarily around Lake Elsinore. However, the project site does not contain any riparian habitat or other sensitive natural community. These impacts were analyzed in the City of Lake Elsinore's General Plan EIR and were determined to be less than significant with the implementation of existing Federal and State programs, in particular Sections 401 and 404 of the U.S. Clean Water Act and Section 1602 of the California Fish and Game Code. The majority of the project site is dominated by disturbed habitat and non-native grasslands. The project site does contain approximately 20 scattered arroyo willows, but they do not appear to be associated with a drainage feature or waterway, and therefore is not considered a natural riparian community. Additionally, the willow trees onsite are scattered and do not function as a habitat. The area containing willow trees is less than 0.10 acre, which is under FCS' standard mapping unit for vegetation communities and habitats, and therefore is not considered a functioning habitat. Therefore, impacts are less than significant.

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

(Sources: United States Fish and Wildlife Service. National Wetlands Inventory. <http://107.20.228.18/Wetlands/WetlandsMapper.html#> [Accessed March 19, 2014])

**c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (No Impact)**

There are no waters of the United States or waters of the State within the project site. There are also no marshes, vernal pools, or coastal waters within the project site. No impacts would occur.

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

(Sources: United States Fish and Wildlife Service. National Wetlands Inventory. <http://107.20.228.18/Wetlands/WetlandsMapper.html#> [Accessed March 19, 2014])

**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? (No Impact)**

The project site is located in the southeastern corner of an undeveloped lot with commercial development to the south and commercial development to the north and east. Although the disturbed nature of the project site continues to the west, the project site is not part of a wildlife movement corridor and the proposed development of the project site will not impede the use of native wildlife nursery sites.

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

(Sources: Site Visit)

**e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Less Than Significant with Mitigation Incorporated)**

Chapter 5.120 of the City of Lake Elsinore Municipal Code (Municipal Code) is referred to as the Tree Preservation Ordinance. This Chapter protects City trees, park trees and street trees within public areas owned by the City. The project site does not contain any trees protected under Chapter 5.120 of the Municipal Code and therefore, the project will have no impact. Additionally, Chapter 5.116 of the Municipal Code protects Significant Palm Trees within the City limits. This Chapter provides a mechanism to regulate the removal, destruction and relocation of significant palm trees. No palm trees occur within the project site and therefore, there will be no impact to Significant Palm Trees. Lastly, Chapter 19.04 of the Municipal Code is referred to as the Habitat Conservation Ordinance. The purpose of the ordinance is to implement the Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP). The project site is located within the fee area for the SKRHCP. Potential project impacts to the SKRHCP are discussed in Section IV.F below. There will be no impact on any local policies or ordinances protecting biological resources.

**Mitigation Measures: MM BIO-3** Prior to issuance of a grading permit, the applicant/developer shall pay the MSHCP development mitigation fee for commercial development in effect at the time the permits are issued.

**Mitigation Measures: MM BIO-4** Prior to issuance of a grading permit, the SKRHCP fee shall be paid. As currently stated in the Habitat Conservation Ordinance, the fee is \$1,950 per acre.

(Sources: City of Lake Elsinore Municipal Code)

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

The project is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). As such, a habitat assessment and consistency analysis is required to evaluate the project with respect to consistency with the MSHCP. A review of the Riverside County Integrated Project (RCIP) Conservation Summary Report Generator for the project site APN determined that the site is located within the Elsinore Area Plan of the MSHCP. Additionally, the project site is not located within a Criteria Cell, Cell Group, Existing Core Area, proposed Core Area, existing linkage, or a

proposed linkage. The project site is located within a required survey area for burrowing owl, as discussed above in Section IV.A. Because the project site is located within the MSCHP boundary, it may have a substantial effect and requires mitigation.

Additionally, the project site occurs within the boundaries of the SKRHCP. However, the project site is not located within the core reserve area, and therefore, the proposed project site may have a substantial effect on the SKRHCP, but will not affect any core reserve areas. Payment of the SKRHCP fee is required for project sites that occur within the SKRHCP area. The payment of the fee allows the City to implement the terms of the Section 10(a) permit and management authorization.

**Mitigation Measures: MM BIO-5** Prior to issuance of a grading permit, the applicant/developer shall pay the MSHCP development mitigation fee for commercial development in effect at the time the permits are issued.

(Sources: Western Riverside County Multiple Species Habitat Conservation Plan)

Stephens' Kangaroo Rat Habitat Conservation Plan)

## V. CULTURAL RESOURCES

### 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 Impact)

FCS prepared a Cultural Resources Report (Appendix B) for the project site. The Cultural Resource Report determined that there are no historic archaeological resources more than 45 years of age in the project area and no prehistoric artifacts or sites were noted. The cultural resource record search showed that a substantial number of known historic cultural resources are located in or near the project area, and the project location itself at one time contained remnants of the race track associated with P33-23614. However, the project site is currently vacant. Impacts would be less than significant.

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

(Sources: FCS-MBA. 2014. Cultural Resources Report.)

### 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)

In accordance with CEQA, FCS/MBA has determined that there are no historic archaeological resources more than 45 years of age in the project area and no prehistoric artifacts or sites were noted. The cultural resource record search showed that a substantial number of known historic cultural resources are located in or near the project area, and the project location itself at one time contained remnants of the race track associated with P33-23614. Although the results of the survey were negative for prehistoric resources, a number of prehistoric isolates (primarily manos) have been found within one-quarter to one-half mile of the site. Based on the records search information, the sensitivity of the project area is considered moderate and there is the possibility that buried archaeological deposits will be encountered during future development.

Impacts to potentially significant cultural resources are considered low-to-moderate. This is based on the possibility that significant subsurface prehistoric resources may be uncovered during construction-related earthmoving, but the area is not considered particularly sensitive. However, with implementation of mitigation measures, the impacts would be less than significant.

## **Mitigation Measures:**

**MM CR-1** Prior to the issuance of a grading permit, the project applicant/developer shall retain a City-approved Project Archaeologist and a Native American Monitor to monitor all ground-disturbing activities in all areas of the project in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.

**MM CR-2** At least 30 days prior to seeking a grading permit, the project applicant shall contact the appropriate tribe to notify that Tribe of grading, excavation and the monitoring program, and to coordinate with the City of Lake Elsinore and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

**MM CR-3** Prior to issuance of any grading permit, the project archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in MM CR-2, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the appropriate tribe in order to evaluate the significance of any archaeological resources discovered on the property. Tribal monitors shall be allowed to monitor all grading, excavation and ground breaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archeologist.

**MM CR-4** The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the project area to the appropriate tribe for proper treatment and disposition.

**MM CR-5** If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer, the project archaeologist, and the appropriate tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the Developer and the Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Community Development Director (CDD) for decision. The CDD shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate tribe.

(Sources: FCS/MBAAb. 2014. Cultural Resources Report.)

### **c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less Than Significant Impact)**

The project area has been assessed for potential impacts to paleontological resources. The literature review showed that there is low potential for uncovering fossil resources if future earthmoving were to take place inside the project site. Therefore, mitigation monitoring during future development inside the project site is not required. Impacts are less than significant.

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

(Sources: FCS/MBAAb. 2014. Cultural Resources Report.)

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

There are no known burial grounds located onsite. Past uses of the site included a race track and agriculture. However, there is always the small possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains. Should this occur, Federal laws and standards apply including Native American Graves Protection and Repatriation Act (NAGPRA), and its regulations found in the Code of Federal Regulations at 43 CFR 10.

In the event of an accidental discovery or recognition of any human remains, California State Health and Safety Code § 7050.5 dictates that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and Public Resources Code (PRC) § 5097.98. Therefore, impacts are less than significant.

**Mitigation Measures:**

**MM CR-6** If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission—within 24 hours. Subsequently, the Native American Heritage Commission shall identify the person or persons it believes to be the “most likely descendant.” The most likely descendant may then make recommendations, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

(Sources: FCS/MBAAb. 2014. Cultural Resources Report.)

**VI. GEOLOGY AND SOILS**

**a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

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

The project site is not located near any known earthquake faults, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. Pursuant to the Geotechnical Study prepared by Krazan and Associates Inc. in September of 2013, the project site is located 5.0 miles from the nearest fault. Because of the distance to local faults, impacts from fault rupture are less than significant.

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

(Sources: Krazan and Associates Inc., Geotechnical Study. September, 2013)

**ii) Strong seismic ground shaking? (Less Than Significant Impact with Mitigation Incorporated)**

Pursuant to the Geotechnical Report (Krazan and Associates, 2013), based on the proximity of several dominant active faults and seismogenic structures, as well as the historic seismic record, the project site is considered subject to relatively high seismicity. The seismic hazard most likely to impact the site is ground shaking due to a large earthquake on one of the major active regional faults. The Lake Elsinore Fault is located within 5 km (approximately 3.1 miles) of the site. The site specific risk from ground shaking hazards is comparable to others in the general area within similar geologic settings. The Geotechnical Report (Appendix D) includes recommendations that would reduce any potential impacts to less than significant levels. Therefore, with implementation of proposed mitigation, impacts are less than significant.

**Mitigation Measures:**

**MM GEO-1:** Following stripping, fill removal, and any demolition activities a minimum, remedial grading in building or other structural areas include removal and replacement of the existing soil shall be to a depth of at least five feet below existing site grade, five feet below proposed subgrade, or three feet below foundation bearing grade, whichever is deeper. Remedial grading shall be performed to a horizontal distance of at least five feet beyond the proposed foundation limits. Follow the recommended overexcavation, the upper twelve inches of exposed subgrade soils beneath the overexcavated area shall be scarified, worked until uniform and free from large clods, moisture-conditioned to within 2 percent of optimum moisture-content, and recompacted to a minimum of 95 percent of the maximum density based on ASTM Test Method D1557. Remedial grading shall be performed in building areas, proposed wall locations, and any area which utilizes the recommended bearing capacity values included in the geotechnical report.

**MM GEO-2:** Within the pavement and exterior flatwork areas, the exposed subgrade shall be excavated to a depth of 24 inches, worked until uniform and free from large clods and moisture-conditioned to within 2 percent of optimum moisture-content and recompacted to a minimum of 95 percent of the maximum dry density based on ASTM Test Method D1557. Prior to backfilling, the bottom of the excavation shall be proof-rolled and observed by a qualified geotechnical engineer to verify stability. This compaction effort shall stabilize the upper soils and locate any unsuitable or pliant areas not found during the field investigation.

**MM GEO-3:** Trees and shrubs are located within the project site. Tree and shrub removal operations shall include roots greater than 114 inch in diameter. The resulting excavations shall be backfilled with Engineered Fill compacted to a minimum of 95 percent of maximum density based on ASTM Test Method D 1557.

(Sources: Geotechnical Report Krazan and Associates, 2013)

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

The project site contains predominately-medium dense to dense sands and silty sands with varying gravel content. Groundwater is located at a depth of approximately 20 feet below the surface, similar to the general vicinity of the site. The Geotechnical Report concludes that the liquefaction potential at the site is considered low, and that soils to a depth of 50 feet are non-liquefiable. Potential ground failure issues are also addressed through compliance with applicable building code construction requirements. Therefore, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.  
(Sources: Geotechnical Report Krazan and Associates, 2013)

**iv) Landslides? (No Impact)**

As can be seen within Exhibit 3, Local Topographic Map, the project site contains gentle sloping to the northeast. In addition, there are no features within the vicinity of the project site such as hills, canyons, or mountains that could produce a landslide, and the project site is depicted on the County of Riverside General Plan Figure S-5 “Regions Underlain by Steep Slopes” as less than 15% slopes. Therefore, no impacts would occur.

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

(Sources: RCTLMA, 2008 Riverside County General Plan Website: <http://www.rctlma.org/genplan/content/gp/chapter06.html>)

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

The project site contains loose, near surface soils. Based on the recommendations contained in the Geotechnical Report (refer to Appendix D), construction of the project would require grading, removal, and replacement of existing soils to a depth of at least five feet below existing site grade, five feet below the proposed subgrade, or three feet below foundation bearing grade (whichever is deepest). However, pursuant to the Phase I Environmental Site Assessment (refer to Appendix D) the proposed project site is located within a previously developed area where soils have been historically disturbed by agricultural use and a horse race track. The project site has remained vacant from 1989 to present. Additionally, the project site is located within an area with a wind erodibility rating of moderate, thus construction activities would not be of particular concern in this regard (Figure S-8 Wind Erosion Susceptibility Map).

Soil exposed by construction activities during development of the proposed project could be subject to erosion if exposed to heavy rain, winds, or other storm events. As part of development of the proposed project, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared in compliance with the National Pollutant Discharge Elimination System (NPDES) requirement. The SWPPP shall identify Best Management Practices (BMPs) that will be used at the project site to control stormwater and prevent on- or offsite runoff. Erosion control will be addressed through the Erosion Control Plan that is required as part of the grading permit process. Additionally, the project site would be subject to the requirements of Rule 403 Fugitive Dust Emissions Control issued by the South Coast Air Quality Management District (AQMD). The Fugitive Dust Emissions Control Plan would include Best Management Practices (BMPs), which are features designed to protect against substantial soil erosion as a result of water and wind erosion, including the routine watering of the surface soils during grading and other earthmoving activities. Consistency with BMPs also prove to reduce erosion and topsoil loss will be implemented to minimize impacts to the soils during construction. Therefore, project impacts to topsoil loss and soil erosion would be less than significant.

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

(Sources: Riverside County General Plan, Figure S-8 Wind Erosion Susceptibility Map, 2008.)

**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 with Mitigation Incorporated)**

As previously discussed, the project site topography and location preclude the possibility of landslides. Implementation of the project would not affect liquefaction susceptibility because the project would not affect ground water levels and soils onsite are non-liquefiable. However, the project site is subject to seismic settlement. The total seismic-induced settlement is not expected to exceed 1.3 inches and differential settlement by a seismic event is estimated to be less than 0.5 inch. The native soils within the project site are not considered conducive to significant hydro-collapse, but any loose fill materials at the

site could be vulnerable to hydro-collapse. With compliance of current code requirements and **MM GEO-1 through MM GEO-3**, the site will not likely be subject to lateral spreading hazards. Therefore, compliance with mitigation measures set forth in **MM GEO-1 through MM GEO-3** would reduce impacts to levels of less than significant.

**Mitigation Measures:** Refer to **MM GEO-1 through MM GEO-3** for applicable mitigation.

(Sources: Geotechnical Report Krazan and Associates, 2013)

**d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Less Than Significant with Mitigation Incorporated)**

Refer to **Section c)** for discussion of seismic settlement. As part of construction, engineered non-expansive fill will be introduced to the site. Provided that the project complies with the recommendations set forth in the Geotechnical Report (**MM GEO-1 through MM GEO-3**), the project site is considered suitable for the proposed development. Additionally, the project would comply with the latest adopted edition of the California Building Standards Code. Impacts would be less than significant.

**Mitigation Measures:** Refer to **MM GEO-1 through MM GEO-3** for applicable mitigation.

(Sources: Geotechnical Report Krazan and Associates, 2013)

**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 project is located adjacent to existing developed properties that utilize the Elsinore Valley Municipal Water District wastewater disposal systems. The project proposes to connect to existing utilities and implementation would not require septic tanks or alternative disposal systems. No impacts would occur.

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

(Sources: Geotechnical Report Krazan and Associates, 2013)

## **VII. GREENHOUSE GAS EMISSIONS**

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

The project may contribute to climate change impacts through its contribution of greenhouse gases (GHGs). The project would generate a variety of GHGs during construction and operation, including several defined by AB 32, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous dioxide (N<sub>2</sub>O) from the exhaust of equipment and the exhaust of vehicles for employees, visitors, and construction hauling trips. The proposed project may also emit GHGs that are not defined by AB 32. For example, the proposed project may generate aerosols from diesel particulate matter exhaust. Aerosols are short-lived GHGs, as they remain in the atmosphere for approximately one week. The project would emit NO<sub>x</sub> and VOCs, which are ozone precursors. Ozone is a GHG. However, unlike the other GHGs, ozone in the troposphere is relatively short-lived and is being reduced in the troposphere on a daily basis.

Certain GHGs defined by AB 32 would not be emitted by the project. Perfluorocarbons (PFCs) and sulfur hexafluoride (SF<sub>6</sub>) are typically used in industrial applications, none of which would be used by the project. Therefore, it is not anticipated that the project would emit PFCs or SF<sub>6</sub>.

The SCAQMD is in the process of preparing recommended significance thresholds for greenhouse gases for local lead agency consideration; however, the SCAQMD's Board has not approved the thresholds. The SCAQMD permit threshold consists of five tiers, as follows:

- Tier 1 consists of evaluating whether or not a project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 is a screening threshold level to determine significance using a 90 percent emission capture rate approach and is 10,000 MTCO<sub>2</sub>e per year (with construction emissions amortized over 30 years and added to operational emissions).
- Tier 4 was not approved in the interim greenhouse gas threshold.
- Tier 5 would allow the project proponent to purchase offsite mitigation to reduce greenhouse gas emissions to less than the screening level (in Tier 3).

The SCAQMD is in the process of preparing recommended significance thresholds for greenhouse gases for local lead agency consideration (“SCAQMD draft local agency threshold”); however, the SCAQMD Board has not approved the thresholds as of the date of the IS/MND (SCAQMD 2010). The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project has less than significant impacts:

All land use types: 3,000 MTCO<sub>2</sub>e per year

Based on land use type: residential: 3,500 MTCO<sub>2</sub>e per year; commercial: 1,400 MTCO<sub>2</sub>e per year; or mixed use: 3,000 MTCO<sub>2</sub>e per year

- Tier 4 has the following options:
  - Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
  - Option 3, 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO<sub>2</sub>e/SP/year for projects and 6.6 MTCO<sub>2</sub>e/SP/year for plans;

Option 3, 2035 target: 3.0 MTCO<sub>2</sub>e/SP/year for projects and 4.1 MTCO<sub>2</sub>e/SP/year for plans

- Tier 5 involves mitigation offsets to achieve target significance threshold.

To determine whether the proposed project has significant GHG emissions, this project utilizes the SCAQMD’s draft local agency tiered threshold. The threshold is as follows:

- Project greenhouse gas emissions compared with the threshold: 3,000 MTCO<sub>2</sub>e per year.

CalEEMod version 2013.2.2 was used to estimate greenhouse gas emissions from project construction and operation. The emissions quantification methodology and assumptions, as well as the detailed modeling output, are provided as Appendix A to this IS/MND. The project’s GHG emissions are provided in Table 5. As shown in Table 5, the project’s construction and operational GHG emissions are less than the significance threshold at of 3,000 MTCO<sub>2</sub>e. Therefore, the project would have a less than significant impact.

**Table 5: Project Greenhouse Gas Emissions**

Source	Annual MTCO <sub>2</sub> e
Area	0.00
Energy	166.02
Mobile	1,191.05
Waste	8.04
Water	34.98
Subtotal Construction (averaged over 30 years)	12.73
<b>Total</b>	<b>1,412.85</b>
<b>Threshold</b>	<b>3,000</b>
Significant impact?	No
Notes: MTCO <sub>2</sub> e = metric tons of carbon dioxide equivalents. Source of emissions: CalEEMod Output (Appendix A). Source of thresholds: SCAQMD 2011.	

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

(Sources: South Coast Air Quality Management District (SCAQMD). 2010. Greenhouse Gas CEQA Threshold Stakeholder Working Group Meeting #15. September 28. Website: [www.aqmd.gov/ceqa/handbook/GHG/2010/sept28mtg/ghgmtg15-web.pdf](http://www.aqmd.gov/ceqa/handbook/GHG/2010/sept28mtg/ghgmtg15-web.pdf))

**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 City of Lake Elsinore adopted a Climate Action Plan (CAP) in 2011 in order to reduce the City’s proportionate share of GHG emissions and to meet the statewide targets that are identified in Assembly Bill (AB) 32 and Executive Order S-3-05.

The City selected efficiency-based targets for the years governed by the General Plan to reduce community-wide emissions to 6.6 MTCO<sub>2</sub>e per service population per year by 2020 (a 22.3% reduction from the 2008 rate of 8.5 MTCO<sub>2</sub>e/SP), and to 4.4 MTCO<sub>2</sub>e per service population per year by 2030 (a

48.2% reduction from the 2008 rate of 8.5 MTCO<sub>2</sub>e/SP). These efficiency-based targets represent the AB 32 and Executive Order S-3-05 targeted emissions levels for 2020 and 2030 on a per service population basis. The City arrived at these values by dividing the statewide AB 32 targeted emissions level for 2020 and statewide Executive Order S-3-05 targeted emissions level for 2030 by the 2020 and 2030 statewide service population respectively.

The project’s Year 2020 operational greenhouse gas emissions were estimated using CalEEMod version 2013.2.2. Project emissions are shown in Table 6. Because the CalEEMod module used to estimate reductions for those regulatory requirements, and project design features is labeled as “mitigation” within the model, the mitigated output from CalEEMod is used; however, those modeling components are not considered mitigation under CEQA, rather, are regulatory requirements and project design features.

**Table 5: Project Operational Greenhouse Gases**

Emission Source	MTCO <sub>2</sub> e per year		Percent Reduction
	Business As Usual Emissions	Project Emissions at 2020	
Area	0.00	0.00	0%
Energy	180.23	166.02	7.9%
Mobile (Vehicles)	1,382.64	1,004.50	27.3%
Waste	10.72	8.04	25.0%
Water	39.91	34.98	12.4%
<b>Total Emissions</b>	1,613.50	1,216.22	24.6%
<b>CAP Year 2020 Emission Reduction Goal</b>			22.3%
<b>Does the Project Meet the Required Reduction Percentage?</b>			Yes
Notes: Business as usual emissions calculated using year 2005 emission factors because there is CalEEMod does not contain a 2008 model year. MTCO <sub>2</sub> e = metric tons of carbon dioxide equivalents. Source: CalEEMod output (Appendix A).			

As shown in Table 6, operation of the project would generate approximately 1,216.22 MTCO<sub>2</sub>e in 2020. The project operations would achieve a 24.6 percent reduction from the baseline 2005 emissions and, therefore, meets the required reduction established by the CAP. Therefore, project impacts would be less than significant.

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

(Sources: City of Elsinore. 2011. Climate Action Plan. Website: <http://www.lake-elsinore.org/Modules/ShowDocument.aspx?documentid=7249>)

**VIII. HAZARDS AND HAZARDOUS MATERIALS**

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 operation, the project would result in the onsite use of common types of hazardous materials, such as the use of cleaners and disinfectants by maintenance staff. These potentially hazardous materials, however, would not be of a type or occur in sufficient quantities to pose a significant hazard to the public

and safety, or the environment. These products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers that handle hazardous materials, and adequately training workers.

In addition, the project may include potentially hazardous materials that may be sold by the proposed business, including, but not limited to fertilizer, lawn chemicals, agricultural chemicals, and petroleum products. The City of Lake Elsinore currently requires any new business that would handle hazardous materials to inventory their hazardous materials, as well as allow Fire Department review of their hazardous materials processes and procedures, prior to the execution of various required business permits. Businesses that sell or store hazardous materials in excess of exempt amounts as defined by the Uniform Fire Code would be subject to City review and approval of a Special Conditional Use Permit. Therefore, with consideration of the requirements discussed above, potential impacts would be less than significant.

Therefore, hazardous materials used during project operation would not pose any substantial public health or safety hazards. Impacts are less than significant.

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

(Sources: Proposed Project, Lake Elsinore Municipal Code)

**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)**

During construction, only typical building materials will be utilized, and any potentially hazardous materials would be regulated. The project would comply with all applicable regulations relating to hazardous materials.

Operation of the project is likely to involve the storage and use of common cleaning substances, building maintenance products, paints, and solvents at the project site. These potentially hazardous substances would not be of a type or occur in sufficient quantities onsite to pose a significant hazard to public health and safety, or the environment. The storage and use of these materials would be subject to existing federal, state, and local regulations. Compliance with these regulations would ensure that the risk of accidents and spills are minimized to the maximum extent practicable. Therefore, impacts would be less than significant.

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

(Sources: Proposed Project)

**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)**

The nearest schools to the project site are Valley Adult School and Ortega Continuation High School Keith McCarthy Academy, located approximately 1.10 mile from the site, a greater distance than one-quarter mile. Additionally, the project would not utilize significant hazardous materials during construction or operation. The location precludes the possibility of impacts to existing and proposed schools. No impacts would occur.

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

(Sources: Proposed Project, Lake Elsinore Unified School District)

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (No Impact)**

The Phase I ESA determined that it is unlikely anything would be discovered during construction relating to potentially hazardous items such as Underground Storage Tanks, or asbestos containing materials. Additionally, no Recognized Environmental Concerns were reported for the project site.

The California Department of Toxic Substances Control (DTSC) compiles a list, most commonly known as a Cortese List, with a list of known sites containing hazardous materials. The project site is not listed as a known site containing hazardous materials. Additionally, the project site is not listed on the county or federal substance control and hazardous materials lists. Therefore, no impacts would occur.

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

(Sources: Partner Engineering and Science, Inc. Phase I Environmental Site Assessment. August, 2013)

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (No Impact)**

The project site is not located within an area subject to an airport land use plan, and the nearest airport is approximately 6.5 miles from the site. Therefore, no impacts pertaining to airport safety hazards would occur.

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

(Sources: Project Location)

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (No Impact)**

The project is not located within the vicinity of a private airstrip. A review of federal aviation records was conducted to confirm using the Airport IQ 5010 provided by Caltrans and the Federal Aviation Administration. The nearest private airstrip, McConville Airstrip, is located west of Lake Elsinore near Highway 74, approximately 6 miles from the site. Therefore, the proposed project would not result in a safety hazard for people residing or working at the project site. No impacts would occur.

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

(Sources: Federal Aviation Administration, Airport Master Records and Reports, Lake Elsinore, CA Website: <http://www.gcr1.com/5010web/airport.cfm?Site=CA42>)

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

The project does not include any features or components that would impair the implementation of or physically interfere with any emergency response plan. Site access is provided via two driveways on Enterprise Way, and an extended driveway on Collier Ave, providing sufficient entry and exit in the case of emergency. No residential uses are proposed onsite, and employees of the project would be trained to respond to emergencies pursuant to City and County emergency evacuation and response plans. The

project would not create substantial additional traffic on local roadways that could be used during a potential emergency. The project would not prevent responsible governments from alerting or warning citizens, conducting evacuations, providing shelter or feeding opportunities, or conducting search and rescue operations. Therefore, impacts would be less than significant.

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

(Sources: Project Design, Appendix F: Trames Solutions Inc. 2013. Lake Elsinore Tractor Supply Company – Traffic Analysis)

**h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands area adjacent to urbanized areas or where residences are intermixed with wildlands? (Less Than Significant Impact)**

The City of Lake Elsinore is subject to high risks from wildland fires due to its proximity to forests, including the Cleveland National Forest. However, the project site is located within an area of Lake Elsinore that is designated as only moderate concern for wildland fires as indicated on the City's Fire Hazard Zones map. The project does not include any residential components, and is not considered a critical facility. The project would comply with the current Fire Code and requirements therein. Therefore, impacts related to wildland fires would be less than significant.

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

(Sources: City of Lake Elsinore, Fire Hazard Zones Map)

## **IX. HYDROLOGY AND WATER QUALITY**

**a) Violate any water quality standards or waste discharge requirements? (Less Than Significant Impact)**

The project is required to submit a project-specific Water Quality Management Plan, per the requirements outlined by the Santa Ana Region Applicability of WWMP Requirements Checklist provided by the County of Riverside. Construction activities such as demolition, grading, and paving would generate sediment created by soil disturbance. If not controlled, surface water runoff from the project site may carry loose sediment to nearby storm drains and into local waterways including the Temescal Wash. In addition, accidental release of pollutants associated with construction could also degrade the quality of water runoff from the site and contribute pollution to local waterways. Construction activities may include the use of gasoline and diesel-powered heavy equipment, such as bulldozers, backhoes, water pumps, and air compressors.

Sediment created by soil disturbance is the most likely pollutant that would be generated during or following site grading. Surface water runoff from the site could carry this sediment through storm drains and into local waterways. Potentially, an accidental release of sediment could result from construction and degrade the water quality of local waterways.

In compliance with the NPDES requirements of the Clean Water Act and as part of the development of the project, a SWPPP would be prepared. The requirements of the NPDES program are administered in California by the State Water Resources Control Board and the Regional Water Quality Control Boards (RWQCBs) and enforced through the State Construction General Permit process. The SWPPP must identify specific BMPs that will be used at the project site to treat and control stormwater, reduce sedimentation, and prevent erosion. The SWPPP is expected to include site maps showing existing and proposed physical site conditions, stormwater collection and discharge points, and drainage patterns; a

description of BMPs to be implemented to prevent construction pollutants from contacting stormwater, prevent, or control erosion, and manage non-stormwater and construction materials.

Projects that comply with NPDES requirements ensure the project does not result in a significant impact related to changes in the quantity, rate, or quality of stormwater runoff from the site. The SWPPP must determine the project's risk level and include the appropriate BMPs and other measures to ensure compliance with all requirements of the Clean Water Act, the NPDES program, and the Construction General Permit. With implementation of the SWPPP, the proposed project construction would comply with the applicable water quality and waste discharge standards and would not otherwise substantially degrade water quality.

### **Post Construction**

The City of Lake Elsinore is responsible for ensuring compliance with federal and state laws that regulate stormwater runoff management prior to its entry to the storm drain system, streams, rivers, and other bodies of water. Specifically, the City operates under the Regional Water Quality Control Board's Municipal Regional Stormwater NPDES Permit (MRP), which requires new and redevelopment projects to include appropriate measures to treat urban runoff and to prevent increases in runoff flows.

Implementation of the NPDES Permit and City Policy requirements would reduce potential construction and post construction impacts to surface water quality to less than significant levels.

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

(Sources: \_ Riverside County. Santa Ana Region Applicability of WWMP Requirements Checklist. Website: [http://rcflood.org/downloads/NPDES/Documents/SA\\_WQMP/EXHIBIT%20E.pdf](http://rcflood.org/downloads/NPDES/Documents/SA_WQMP/EXHIBIT%20E.pdf))

**b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there could be a net deficit in aquifer volume or a lowering of the local groundwater table (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (Less Than Significant Impact)**

The proposed project will connect to the Elsinore Valley Municipal Water District's (EVMWD) water supply system via local roadways. The potable water supply is provided from imported water from the Metropolitan Water District of Southern California, local service water from Canyon Lake, and local groundwater from the Elsinore Basin. The EVMWD Water Master Plan evaluated existing and planned water sources, and water distribution systems with their respect to their ability to meet a project's water demand. EVMWD serves a total of 37,250 potable service connections and has an average potable demand of approximately 32,000 acre-ft/year. EVMWD predicts that future water demand in 2020 will rise to 55,244 acre-ft/year. The project would contribute to the increase in demand, however the EVMWD utilizes a conjunctive use program. In wet years, the program utilizes imported water in the Elsinore Basin enhancing groundwater supply reliability. Conjunctive use and artificial recharge programs instituted by EVMWD over the past several years, and continued implementation of such programs in the future is expected to result in satisfactory management of the Elsinore Basin (EVMWD, 2011).

In addition, the proposed use is compliant with the General Plan Land Use designation of Light Industrial, and the current Commercial Manufacturing (CM) zoning. The project is aligned with the goals of the General Plan. Based on the aforementioned information, there is adequate supply to provide water to the project site and depletion of groundwater supplies will not occur. Impacts are less than significant.

In addition, the project site is located within a moderately urbanized area. The project is not considered an important recharge area by EVMWD. Water will also percolate into the earth by flowing into the natural plant cover basins and into other landscaped areas. Thus, it is anticipated that the natural aquifer recharge process will not be impacted. Impacts are less than significant.

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

(Sources: EVMWD, Urban Water Management Plan, 2011. Website: [http://www.water.ca.gov/urbanwatermanagement/2010uwmps/Elsinore%20Valley%20Municipal%20Water%20District/EVMWD%20UWMP%202010\\_Final.pdf](http://www.water.ca.gov/urbanwatermanagement/2010uwmps/Elsinore%20Valley%20Municipal%20Water%20District/EVMWD%20UWMP%202010_Final.pdf); EVMWD, Groundwater Management Plan, 2011 Website: <http://www.evmwd.com/depts/engineering/gmp.asp>)

**c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Less Than Significant Impact)**

The project site is generally level and has no existing surficial drainage features, including streams or rivers. The project proposes to convert previously developed but presently vacant land to conform to the uses designated in the General Plan. The project includes the establishment of a Tractor Supply Company Store, two drainage basins, outdoor display areas, and parking and associated roadways. Drainage patterns onsite would be altered due to the establishment of additional impervious surfaces including parking lots, display areas, and primary store component. Drainage basins would be utilized to regulate the flow of water onsite. As part of project approval, the proposed Tractor Supply Company Store would be required to comply with all NPDES regulations as discussed in previous sections. Therefore, impacts would be less than significant.

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

(Sources: Site Visit, Project Design)

**d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? (Less Than Significant Impact)**

The proposed project would alter the existing drainage pattern of the site through the introduction of impervious surfaces. Therefore, the project could potentially increase the rate or amount of surface runoff from the site. However, the project would not alter the course of a stream or river, as none are present onsite. Additionally, the project includes the establishment of two drainage basins totaling 9,100 square feet. The site has been designed allowing water to drain to the basins, reducing the risk of flooding. Landscaping will also be constructed, that would prevent a significant increase in surface runoff and allow water to percolate into the ground.

Therefore, the project would not substantially increase the rate of surface runoff that could result in the flooding on-or offsite. Impacts are less than significant.

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

(Sources: KLA Landscape Architecture Planning, Preliminary Landscape Plan, February, 2014.)

**e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Less Than Significant Impact)**

The proposed project would be served by the City's stormwater drainage system. Construction activities such as demolition, grading, and paving could introduce additional pollutants and sediment into water runoff and flow into nearby storm drains. Site run-off would drain into the proposed drainage basins located on the western and southern sections of the site. Construction of the basins would allow water to drain and reduce the amount of run-off from the site while also providing natural methods of pollution prevention. As part of development of the proposed project, a SWPPP in compliance with the NPDES requirements of the Clean Water Act would be prepared, as discussed previously. Projects that comply with NPDES requirements would not result in a significant impact related to changes in the quantity, rate, or quality of stormwater runoff from the site. Finally, continuous use and operation of the site would not create or contribute runoff water that would exceed the capacity of existing storm drains on the project site. Therefore, impacts would be less than significant.

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

(Sources: Project Design; Riverside County. Santa Ana Region Applicability of WWMP Requirements Checklist. Website: [http://rcflood.org/downloads/NPDES/Documents/SA\\_WQMP/EXHIBIT%20E.pdf](http://rcflood.org/downloads/NPDES/Documents/SA_WQMP/EXHIBIT%20E.pdf))

**f) Otherwise substantially degrade water quality? (Less Than Significant Impact)**

Construction activities related to the proposed project could introduce pollutants and sediment into water runoff from the site. Runoff from the site flows through storm drains to nearby water bodies, with the potential to ultimately reach the Pacific Ocean. As part of development of the proposed project, a SWPPP in compliance with the NPDES requirements of the Clean Water Act would be prepared, as discussed previously. Implementation of the proposed drainage basins would also aid the project in reducing potential impacts to water quality and hydrology. Therefore, impacts would be less than significant.

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

(Sources: Riverside County. Santa Ana Region Applicability of WWMP Requirements Checklist. Website: [http://rcflood.org/downloads/NPDES/Documents/SA\\_WQMP/EXHIBIT%20E.pdf](http://rcflood.org/downloads/NPDES/Documents/SA_WQMP/EXHIBIT%20E.pdf))

**g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (No Impact)**

The project site is located within an area demarcated as Zone X by the Federal Emergency Management Agency, Flood Insurance Rate Maps (Map No. 06065C2028G, Panel No. 2028). Zone X is located outside of the 100-year (and 500-year) flood plains. There are no housing structures proposed as part of the project, precluding the possibility of placing housing within a flood zone. No impacts would occur.

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

(Sources: Federal Emergency Management Agency, Flood Insurance Rate Maps. Community Panel No. 2028, Map No. 06065C2028G.)

**h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Less Than Significant Impact)**

The project site is located within an area demarcated as Zone X by the Federal Emergency Management Agency, Flood Insurance Rate Maps (Map No. 06065C2028G, Panel No. 2028). Zone X is located outside of the 100-year (and 500-year) flood plains. Therefore, the project would not introduce structures that would impede or redirect flood flows within a 100-year flood hazard area. Impacts would be less than significant.

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

(Sources: FEMA Flood Insurance Rate Maps, Website: <http://map1.msc.fema.gov/idms/IntraView.cgi?KEY=42003571&IFIT=1> [Accessed June 17, 2014])

**i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Less Than Significant Impact)**

The project is not located within an area susceptible to flooding, including flooding as a result of levee failure or dam failure, as delineated on Figure S-10 Dam Failure Inundation Zones of the Riverside County General Plan. Project impacts related to flooding dam would be less than significant.

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

(Sources: Riverside County General Plan Figure S-10 Dam Failure Inundation Zones, 2008.)

**j) Inundation by seiche, tsunami, or mudflow? (No Impact)**

The project is located approximately 30 miles from the Pacific Coast, precluding the possibility of significant impacts from a tsunami. A potential seiche within the City could be produced by Lake Elsinore. However, the project site is not located within an area of concern as depicted on Figure S-10 Dam Failure Inundation Zones of the Riverside County General Plan. Furthermore, the project site and project vicinity is relatively flat, thus mudflows are not of concern. There will be no impacts related to seiche, tsunami or mudflow.

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

(Sources: Riverside County General Plan, Figure S-10 Dam Failure Inundation Zones, 2008)

## **X. LAND USE AND PLANNING**

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

The project is vacant and located at the northwest corner of Enterprise Way and Collier Avenue. Thus, it does not divide an established community. Furthermore, the proposed project is located within the Business District of Lake Elsinore. The project site does not contain any existing communities or residential structures, nor is located adjacent to any such features. The project would not divide any established biological communities as analyzed above in Section IV Biological Resources. Therefore, the project would not physically divide an established community. No impact would occur.

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

(Sources: City of Lake Elsinore General Plan, December 13, 2011)

**b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal**

**program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Less Than Significant Impact.)**

The project site is located within the Business District sphere of the City of Lake Elsinore General Plan, with the land use designation of Light Industrial. Additionally, the project is zoned Commercial Manufacturing (CM). The project is consistent with both the land use designation and the zoning. The project is in compliance with other applicable land use plans, policies, and regulations. Therefore, impacts would be less than significant.

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

(Sources: \_City of Lake Elsinore General Plan, December 13, 2011))

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Less Than Significant Impact With Mitigation Incorporated)**

The project is located within the Western Riverside Multiple Species Conservation Plan (WRMSHCP). Refer to Section IV f), above, for additional information pertaining to project conformance with applicable plans. With implementation of mitigation measures contained in Section IV Biological Resources, project impacts to habitat conservation plans and natural community conservation plans are less than significant.

**Mitigation Measures:** Refer to IV Biological Resources for applicable mitigation measures.

(Sources: Western Riverside County Multiple Species Habitat Conservation Plan, Stephens' Kangaroo Rat Habitat Conservation Plan)

## **XI. MINERAL RESOURCES**

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

The project site is located within an area designated MRZ-3, areas containing known or inferred mineral occurrences of undetermined mineral resource significance. A review of aerial photographs of the project site and surrounding vicinity show no current or historic indication of aggregate operations currently occurring in the area. Evidence of historical aggregate mining operations in the vicinity is also not apparent. In addition, the establishment of a new mineral extraction operation at the project site is infeasible, however, due to the surrounding commercial/industrial uses, which are not compatible with a mining operation. Furthermore, the City of Lake Elsinore General Plan contains a policy restricting incompatible land uses within the impact area of existing or potential surface mining areas.

Through the project, CEQA and permitting processes, the City shall ensure a balance between the conservation of significant mineral resources, the need for extracted materials for local construction, and proper mitigation for potential impacts and conflicts between uses.

Aggregate mining operations generally produce particulate matter, which could impact the sensitive receptors and surrounding commercial and mixed-use facilities within the project area. Noise from such an operation would also be incompatible with sensitive receptor and surrounding commercial and mixed-use facilities land uses. Because the project site is not a feasible candidate for mining due to its surrounding uses. Therefore, the project is not likely to impact these resources..

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

(Sources: City of Lake Elsinore General Plan Update Draft Program EIR, Certified Dec. 2011. Website: <http://www.lake-elsinore.org/index.aspx?page=909>)

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

As previously discussed, the project site is located within an area designated MRZ-3, areas containing known or inferred mineral occurrences of undetermined mineral resource significance. A review of aerial photographs of the project site and surrounding vicinity show no current or historic indication of aggregate operations currently occurring in the area. Evidence of historical aggregate mining operations in the vicinity is also not apparent. In addition, the establishment of a new mineral extraction operation at the project site is infeasible, however, due to the surrounding commercial/industrial uses, which are not compatible with a mining operation. Furthermore, the City of Lake Elsinore General Plan contains a policy restricting incompatible land uses within the impact area of existing or potential surface mining areas.

Through the project, CEQA and permitting processes, the City shall ensure a balance between the conservation of significant mineral resources, the need for extracted materials for local construction, and proper mitigation for potential impacts and conflicts between uses.

Aggregate mining operations generally produce particulate matter, which could impact the sensitive receptors and surrounding commercial and mixed-use facilities within the project area. Noise from such an operation would also be incompatible with sensitive receptor and surrounding commercial and mixed-use facilities land uses. Because the project site is not a feasible candidate for mining due to its surrounding uses. Therefore, the project is not likely to impact these resources

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

(Sources: City of Lake Elsinore General Plan Update Draft Program EIR, Certified Dec. 2011. Website: <http://www.lake-elsinore.org/index.aspx?page=909>)

## **XII. NOISE**

**a) Exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies? (Less Than Significant Impact)**

With regard to noise impacts to the project, the following policies from the City of Lake Elsinore General Plan apply:

**Policy 7.1** Apply the noise standards set forth in the Lake Elsinore Noise and Land Use Compatibility Matrix (Table 3-1) and Interior and Exterior Noise Standards (see Table 3-2) when considering all new development and redevelopment proposed within the City.

**Policy 7.4** Consider estimated roadway noise contours based upon Figure 3.6, Noise Contours, when making land use design decisions along busy roadways throughout the City.

**Implementation program** Through project review and the CEQA processes, the City shall assess new development and reuse applications for potential hazards, and shall require compliance with noise standards and compatibility criteria where appropriate.

**Table 3-2 Interior and Exterior Noise Standards** is not applicable to the project, as the project is not located within the vicinity of residential properties, hotels, motels, transient lodging, hospitals, schools or similar uses listed in the table.

The most predominant noise source affecting the project site results from traffic on the adjacent roadways of Enterprise Way and Collier Avenue. Future traffic volumes on these roadways are provided in Onsite Noise Output and Roadway Contour Analysis attached in Appendix E, along with the resulting noise levels, as projected to the project's property line. The project is located within the noise contour of 65 LDN per the City of Lake Elsinore Noise Contours Figure 3.6 contained in the General Plan. As depicted in Appendix E, Roadway Contour Analysis, the project would reach a noise level of 61.3 dBA CNEL at Collier Avenue and 43.3 dBA CNEL at Collier Avenue under existing, ambient growth, cumulative and project conditions. The project site itself would experience noise levels of 41.5 dBA CNEL. Both of these predicted noise measurements are less than the City standard of 65 LDN. Thus, the project would comply with Policy 7.4.

As per Policy 7.1, the project would be in compliance with the standards set forth in the Elsinore Noise and Land Use Compatibility Matrix (Table 3-1). Under the project category of Commercial-General, Special Industrial Institutional, the project would be clearly compatible with noise levels less than 55 LDN to 65 LDN, and normally compatible with noise levels of 70 LDN to greater than 80 LDN. Per the output data, the proposed project would reach levels that are potentially significant due to the surrounding land use of a cemetery that has a "normally compatible" Open Space noise level of 65 LDN. However, the output data is a very conservative estimate of noise because the result was calculated with the assumption that a tractor would be utilized consistently onsite, and would not be idling during operation of the tractor. However, during operation the Tractor Supply Store would not consistently operate the tractors, but rather operate them only during loading and unloading, or movement to and from the display areas. Therefore, even though the project would have the potential to produce significant noise levels, it would be extremely unlikely to approach that level of noise on a regular basis, if ever.

The City of Lake Elsinore Municipal Code includes regulations for noise levels of light industrial land uses and other land use categories. As per Table 1 Exterior Noise Limits (Levels not to be exceeded more than 30 minutes in any hour) of the Municipal Code Section 17.176.060, light industrial land uses require a limit of 70 dBA. The proposed project would establish onsite conditions that are lower than the standard set forth in the code, as described previously.

During construction the project would comply with the Lake Elsinore Municipal Code requirements, thereby reducing any potential impacts to levels of less than significant. Construction would only occur during typical hours and would not occur on Sundays or holidays per City Code.

Therefore, the project is in compliance all City regulations regarding noise, the impacts would be less than significant.

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

(Sources: City of Lake Elsinore, 2011 City of Lake Elsinore General Plan, Chapter 3.0 Public Safety and Welfare, December 2013.

City of Lake Elsinore, 2013. Lake Elsinore Municipal Code. Chapter 17.176.)

**b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Less Than Significant Impact)**

The City of Lake Elsinore General Plan does not contain specific guidelines pertaining to vibration or groundborne noise levels. However the proposed project would not contain any components onsite that would typically produce such effects. As per the General Plan Public Safety and Welfare Chapter, the

most common sources of vibration in the planning area are transit vehicles, construction equipment, and large vehicles. Several land uses are more sensitive to vibrations and thus have a lower threshold. Sensitive uses include but are not limited to hospitals, concert halls, libraries, certain research institutions, residential areas, schools, and offices. None of these uses are within the project vicinity.

The Lake Elsinore Municipal Code includes a provision to reduce vibration impacts, under Section 17.176.080 Prohibited Uses. The code states the following:

G.) Operating or permitting the operation of any device that creates a vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property or at 150 feet (46 meters) from the source if on a public space or right-of-way.

As previously indicated the project site is not located near any land uses that are sensitive to vibrations. During construction some of the equipment may produce vibrations. However the equipment that typically produces vibrations, such as pile drivers would be utilized in the center of the site where the main building will be established. The distance from the property line and right-of-ways reduces the chance of project vibration causing significant impacts.

Therefore because the project does not present any vibration concerns during operation, no sensitive uses exist within the project area, and the majority of construction would occur in the center of the site, impacts would be less than significant.

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

(Sources: City of Lake Elsinore, 2011 City of Lake Elsinore General Plan, Chapter 3.0 Public Safety and Welfare. December 2013.

City of Lake Elsinore, 2013. Lake Elsinore Municipal Code, Chapter 17.176.)

**c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Less Than Significant Impact)**

The project site is currently vacant, and therefore does not contribute to local ambient noise levels. Thus the implementation of development onsite would create a new source of noise that would increase the ambient noise levels within the project vicinity. As per the Roadway Analysis Contour Tables contained in Appendix E, existing noise levels on Collier Avenue are 61.2 dBA CNEL, and under project conditions with cumulative impacts and ambient growth, the project specific increase would be 0.1 dBA CNEL, considered a less-than-perceptible increase. Enterprise Drive is a small road with minimal traffic at present, with an average daily traffic level of 11 vehicles. Under existing conditions Enterprise Drive maintains a noise level of 38.1 dBA CNEL. The proposed project would contribute an increase of approximately 5.2 dBA CNEL. However, while this increase would be considered a perceptible increase in ambient noise levels, the resulting traffic noise levels would remain well under the required noise levels for industrial or even residential land uses with a noise level of 43.3 dBA CNEL. In addition, the project is directly surrounded by vacant land and a commercial use, neither of which are considered sensitive uses. Therefore, traffic noise increases along access roadway segments with implementation of the project would be considered less-than-significant and no mitigation would be required.

The project is in agreement with the land use designations in the General Plan, and zoning provided in the Zoning Code. Therefore, the proposed light industrial use should be acceptable and tolerated within the district including the noise associated with such planned uses. Therefore, the project would not establish a substantial permanent increase in ambient noise levels in the project vicinity, and impacts are less than significant.

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

(Sources: City of Lake Elsinore, 2011 City of Lake Elsinore General Plan, Chapter 3.0 Public Safety and Welfare. December 2013)

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Less Than Significant Impact)**

The project site is currently vacant, and does not contribute to local ambient noise levels. Thus the implementation of development onsite would create a new source of noise that would increase the ambient noise levels within the project vicinity. Permanent noise increases related to implementation of the project are discussed under Section XII.c) above. However, implementation of the project would result in temporary increases in ambient noise levels in the project vicinity resulting from short-term construction activities. The operation of heavy construction equipment would contribute to noise during the construction phase of the project. However, the applicant would comply with local regulations regarding acceptable hours of construction. Paragraph F of Lake Elsinore Municipal Code Section 17.176.080. (Prohibited acts) contains the following policy:

- Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on weekends or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real property line, except for emergency work of public service utilities or by variance issued by the City.

Paragraph F.2 of Lake Elsinore Municipal Code Section 17.176.080 includes the maximum noise levels at affected properties, including business properties which are adjacent to the project site. At business properties (i.e. California Skier Mastercraft), the maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment shall remain at or below 85 dBA daily, including Sundays and Legal Holidays, all hours. For stationary equipment (period of 10 days or more) the requirement is 75 dBA or below. All mobile or stationary internal combustion engine powered equipment or machinery shall be equipped with suitable exhaust and air intake silencers in proper working order. The project would be required to comply with all Municipal Code requirements regarding construction and operation, thus would not produce a substantial temporary increase in noise levels.

In addition, the project is directly surrounded by vacant land and a commercial use, neither of which are considered sensitive uses. Therefore with compliance of local regulations, the project would not create a substantial temporary increase in ambient noise levels within the project vicinity, and impacts are less than significant.

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

(Sources: City of Lake Elsinore, 2011 City of Lake Elsinore General Plan, Chapter 3.0 Public Safety and Welfare. December 2013;

City of Lake Elsinore, 2013. Lake Elsinore Municipal Code. Chapter 17.176)

**e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (No Impact)**

The project is not located within an area subject to an airport land use plan. Additionally, the project is located approximately 4.5 miles from the nearest airport (Skylark Field Airport). No impacts would occur.

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

(Sources: City of Lake Elsinore, 2011 City of Lake Elsinore General Plan, Chapter 3.0 Public Safety and Welfare. December 2013)

**f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (No Impact)**

The project is not located within the vicinity of a private airstrip. The Skylark Field Airport is a private airport located approximately 4.5 miles southeast of the project. No impacts would occur.

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

(Sources: City of Lake Elsinore, 2011 City of Lake Elsinore General Plan, Chapter 3.0 Public Safety and Welfare. December 2013)

### **XIII. POPULATION AND HOUSING**

**a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (No Impact)**

The project consists of the establishment of a Tractor Supply Company store within an industrial business area. The project does not contain any residential components, significant open space that would attract people, or add a business that would induce population growth. Thus, the proposed project would not directly or indirectly induce substantial population growth in an area, and no impacts would occur.

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

(Sources: Proposed Project)

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

The project is not zoned for residential use, nor is it currently or historically occupied by housing structures. Therefore, the project would displace substantial numbers of existing housing, and no impacts would occur.

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

(Sources: Site Visit, Lake Elsinore Municipal Code)

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (No Impact)**

The project is not zoned for residential use, nor is it currently occupied by any people. Additionally, no housing structures are located onsite. Therefore the project would not displace significant numbers of people, and no impacts would occur.

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

(Sources: Lake Elsinore Municipal Code, Site Visit)

#### **XIV. PUBLIC SERVICES**

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

**a) Fire protection? (Less Than Significant Impact)**

The nearest manned fire station is Station #10, located approximately 2.6 miles southwest of the project site. The City contracts for fire services from the Riverside County Fire Department and the California Department of Forestry and Fire Protection (CalFire). The project would not significantly increase the demand for fire services within the vicinity because no residential structures are proposed, and components of the project do not present unique safety concerns. Additionally, the buildings will be designed and constructed to comply with all current state and local building requirements, and be subject to design review and inspection for fire safety considerations. With mandatory compliance with applicable Fire Code regulations, impacts would be less than significant.

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

(Sources: City of Lake Elsinore, 2011 City of Lake Elsinore General Plan, Chapter 3.0 Public Safety and Welfare. December 2013)

**b) Police protection? (Less Than Significant Impact)**

The City contracts for police services from the County of Riverside Sheriff's Department and the City Police Department station is located at 333 Limited Avenue. The general plan lists the total number of sworn officers serving in the City in 2011 as 43.6 which equates to a ratio of 0.85 sworn officer per 1,000 residents. Implementation of the proposed project would create a negligible increase in police demand within the City. The project is not a use that generates a significant need for police services and no residential structures are proposed. Impacts would be less than significant.

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

(Sources: City of Lake Elsinore, 2011 *City of Lake Elsinore General Plan*, Chapter 3.0 Public Safety and Welfare. December 2013)

**c) Schools? (No Impact)**

The project does not contain any residential components, and thus, would not cause an increase in the demand for schools in the area. No impacts would occur.

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

(Sources: Proposed Project)

**d) Parks? (No Impact)**

The project does not contain any residential components, and thus, would not cause an increase in the demand for parks in the area. No impacts would occur.

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

(Sources: Proposed Project)

**e) Other public services/facilities? (No Impact)**

The project does not contain any residential components, and would not cause an increase in the demand for other public services/facilities in the area including churches, libraries, or community centers. No impacts would occur.

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

(Sources: Proposed Project)

## **XV. RECREATION**

**a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (No Impact)**

The project consists of a Tractor Supply Company Store and associated improvements. The project would not introduce additional people into the area. Thus, none of the project elements would cause an increase in the usage of existing neighborhood and regional parks, or other recreational facilities. With no project-related increase in the usage of parks and recreation facilities, there will be no project-caused deterioration of existing recreational facilities. No impacts would occur.

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

(Sources: Proposed Project)

**b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (No Impact)**

The project consists of the establishment of a commercial development within the Business District of the Lake Elsinore General Plan. The proposed project does not include recreational facilities and does not create the need to establish additional recreational facilities. Therefore, the project would not require the construction or expansion of additional recreational facilities which might have an adverse physical effect on the environment, and no impacts would occur.

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

(Sources: Proposed Project)

## XVI. TRANSPORTATION/TRAFFIC

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (Less Than Significant With Mitigation Incorporated)**

The following traffic and circulation analysis is based in part on the December 2013 Traffic Analysis memorandum prepared by Trames Solutions, Inc., which is included as Appendix F to this document.

The number of trips generated by a project is based on the specific uses proposed and the size of the overall project. The Institute of Transportation Engineers (ITE), Trip Generation manual (9th Edition, 2012) is the industry standard in determining the number of trips generated by a development project on a daily and peak hour basis. The description for a home improvement store, which sells hardware, lumber, etc., most closely resembles the project. However, since a home improvement store sells many items that the tractor supply store will not, the AM and daily trip rate can be considered to be conservatively high. Project trip rates are presented on Table 1 of the Traffic Analysis memorandum (Appendix F).

Based on the land use assumptions for the project, it is anticipated that the project would generate approximately 585 trips per day with 28 AM peak hour trip ends and 27 PM peak hour trip ends. Table 7 presents the trip generation estimates for the project.

**Table 7: Trip Generation Summary**

Land Use	Quantity <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Tractor Supply Store	19.031 TSF	16	12	28	13	14	27	585
<b>Total</b>		<b>16</b>	<b>12</b>	<b>28</b>	<b>13</b>	<b>14</b>	<b>27</b>	<b>585</b>

### *Existing Conditions*

Based on the existing traffic control (stop sign on Enterprise Way), current lane geometry, and empirical peak hour counts, the intersection of Collier Avenue/Enterprise Way is operating at acceptable service levels. Table 8 shows the delay and corresponding level of service (LOS) during the AM and PM peak hours.

**Table 8: Intersection Analysis for Existing Conditions**

Intersection	Traffic Control <sup>1</sup>	Intersection Approach Lanes <sup>2</sup>												Delay <sup>3</sup>		Level of Service	
		NB			SB			EB			WB			AM	PM	AM	PM
		L	T	R	L	T	R	L	T	R	L	T	R				
Collier Ave/ Enterprise Way	CSS	0	2	0	0	1	0	0	1	0	0	0	0	19.4	19.1	C	C

Notes:  
<sup>1</sup> CSS = Cross Street Stop  
<sup>2</sup> L = Left, T = Through, R = Right;  
<sup>3</sup> Delay and level of service calculated using the following analysis software: Traffix

**Opening Year with Project Conditions**

The project is anticipated to be built in 2014. Therefore, a 2 percent ambient growth rate has been applied to the existing counts to reflect growth in the area. The City of Lake Elsinore has been contacted to determine if any nearby, unbuilt developments could be constructed commensurately with the project. It has been determined that no projects in the vicinity of the site would be developed by the 2014 timeframe. The resulting peak hour traffic volumes including the project traffic are shown on Figure F of the Traffic Analysis memorandum.

Table 9 presents the LOS service summary for Opening Year with Project traffic conditions at the Collier Avenue/Enterprise Way intersection. In order to accommodate project traffic on Collier Avenue and reduce delays/conflicts, a northbound left turn lane and a southbound right turn lane has been assumed at the study intersection.

**Table 9: Intersection Analysis for Opening Year (2014) With Project Conditions**

Intersection	Traffic Control <sup>1</sup>	Intersection Approach Lanes <sup>2</sup>												Delay <sup>3</sup>		Level of Service	
		NB			SB			EB			WB			AM	PM	AM	PM
		L	T	R	L	T	R	L	T	R	L	T	R				
Collier Ave/ Enterprise Way	CSS	1	2	0	0	1	1	0	1	0	0	0	0	18.2	25.0	C	D

Notes:  
<sup>1</sup> CSS = Cross Street Stop  
<sup>2</sup> L = Left, T = Through, R = Right;  
<sup>3</sup> Delay and level of service calculated using the following analysis software: Traffix

Based on the operational analysis for the Collier Avenue/Enterprise Way intersection, with incorporation of Mitigation Measure MM TR-1, below, the project will not cause a significant impact during the peak hours at its opening year timeframe. Therefore, impacts associated with the performance of the circulation system will be less than significant.

**Mitigation Measures:**

**MM TR-1** Prior to the issuance of final occupancy/operating permits, the project applicant shall improve the intersection Collier Avenue/Enterprise Way by constructing a northbound left turn lane and a southbound right turn lane to City of Lake Elsinore standards.

(Sources: Trames Solutions, Inc., Traffic Analysis Memorandum, December 16, 2013.)

**b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (No Impact)**

As addressed above in Impact XVI.a, the project will not cause a significant impact during the peak hours at its opening year timeframe, nor will it substantially impact the performance of the local or regional circulation system. Thus, the project will not affect any regionally significant roadway as identified in the Riverside County Transportation Commission’s (RCTC) most current December 2011 Congestion Management Program (CMP). Therefore, no impacts associated with the CMP will occur.

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

(Sources: Riverside County Transportation Commission, Congestion Management Program, December 14, 2011.)

**c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (No Impact)**

The closest public airport to the project site is Skylark Field Airport, which is located approximately 4.5 miles to the southeast. Based on this distance, any flights over the project site will occur at a substantial height. Additionally, the height of the project will be limited by the City of Lake Elsinore's Zoning Code, which would ensure that the project would not interfere with air traffic. Furthermore, the proposed project will not generate additional air traffic or require a change in the location of Skylark Field Airport. Therefore, no impacts associated with air traffic patterns will occur.

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

(Sources: Federal Aviation Administration, Airport Master Records and Reports, Lake Elsinore, CA Website: <http://www.gcr1.com/5010web/airport.cfm?Site=CA42>

City of Lake Elsinore's Zoning Code)

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

Although the project will include the construction of offsite roadway improvements (as addressed in Impact XVI.a, above), the purpose of which is to improve the local circulation following development of the project. Aside from these identified improvements, the project will not include any offsite features that will extend into the public right-of-way or otherwise interfere with circulation or result in traffic hazards. Therefore, no impacts associated with hazardous design features would occur.

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

(Sources: Trames Solutions, Inc., Traffic Analysis Memorandum, December 16, 2013)

**e) Result in inadequate emergency access? (No Impact)**

The project site will be accessible via two driveways off Enterprise Drive and one driveway directly off Collier Avenue. These driveways will be constructed to comply with all applicable standards related to width and clearance, and thus, will be able to accommodate emergency vehicles. Therefore, no impacts associated with emergency access will occur.

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

(Sources: Trames Solutions, Inc., Traffic Analysis Memorandum, December 16, 2013)

**f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (No Impact)**

The project would construct a Tractor Supply facility on a property designated for industrial/commercial development. The project's consistency with designated industrial/commercial uses at the site would therefore not prevent the implementation or performance of any adopted policies, plans or programs

supporting alternative transportation. Therefore, no impacts associated with alternative transportation or the performance of alternative transportation would occur.

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

(Sources: 2011 City of Lake Elsinore General Plan)

## **XVII. UTILITIES AND SERVICE SYSTEMS**

### **a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Less Than Significant Impact)**

The project site is currently served with sanitary sewer service provided by the EVMWD. Wastewater discharge requirements are determined by the Santa Ana Regional Water Quality Control Board (RWQCB). The EVMWD lift stations pump several thousand gallons per day to 1.5 million gallons per day and its Regional Wastewater Reclamation Facility has capacity to treat up to eight million gallons of wastewater a day. The proposed project would establish a new commercial use that would be expected to produce a corresponding increase in wastewater generation, but is not expected to generate significant point source or non-point source pollutants. The proposed development is in accordance with the Lake Elsinore General Plan for future development, and located within the EVMWD service area. Additionally, the project includes the establishment of two drainage basins that would help regulate the wastewater produced onsite. EVMWD utilize a tertiary system of water treatment, which would reduce any project contributed pollutants. Thus, the proposed project would not be expected to cause facilities within the RWQCB to exceed applicable requirements set by the Regional Water Quality Board. Impacts are less than significant.

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

(Sources: Elsinore Valley Municipal Water District Wastewater Treatment Operations, Website: <http://www.evmwd.com/depts/operations/wastewater/>)

### **b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Less Than Significant Impact)**

The proposed project would use an onsite system for the collection of wastewater for conveyance to offsite public wastewater facilities. Wastewater conveyed from the project site would ultimately reach EVMWD facilities, as part of District 2 wastewater treatment facility, where it would undergo treatment in accordance with applicable regulations. Moreover, most of the wastewater generated by the proposed Project would originate from restroom facilities, which would not impact wastewater treatment or bypass EVMWD treatment facilities.

The proposed project would result in the generation of approximately 3,000 gpd of wastewater per acre, or 10,320 gpd (based on the 3.44 total acres of onsite industrial/commercial use). The EVMWD facility has the capacity to treat 8.0 mgd of wastewater, and the addition of Project wastewater would fall within the treatment capacity of EVMWD's Regional Wastewater Reclamation Facility. As such, no adverse impacts related to wastewater conveyance and treatment is expected as a result of the Project, including the exceedance of wastewater treatment requirements. With Project implementation, the EVMWD facilities would continue to operate in compliance with Regional Water Quality Control Board discharge requirements. Therefore, potential impacts associated with wastewater treatment would be less than significant.

Onsite water systems would provide potable water and will connect to the existing water mains with conventional water meters. According to the City of Lake Elsinore General Plan Update EIR, sufficient water supply for the City exists both presently and into the future, including a sufficient water supply for the proposed project. The project would construct a Tractor Supply facility on a property designated for industrial/commercial development. The project's consistency with designated industrial/commercial uses at the site would therefore be consistent with the water assessment located within the City of Lake Elsinore General Plan Update EIR. Therefore, no impacts are associated with the construction of new water treatment facilities or expansion of existing facilities.

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

(Sources: Elsinore Valley Municipal Water District Wastewater Treatment Operations, Website: <http://www.evmwd.com/depts/operations/wastewater/>

City of Lake Elsinore. General Plan Update Environmental Impact Report. 2011)

**c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Less Than Significant Impact)**

The project will draw on existing drainage facilities. The project site is located within the EVMWD's Urban Service Area, District 2 where such facilities exist, and have the capacity to serve the proposed project. In addition, the proposed drainage basins would reduce overall demand for additional or expanded stormwater drainage facilities. Therefore, the proposed project would not require the construction or expansion of existing stormwater drains or facilities. Impacts are less than significant.

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

(Sources: Project Design)

**d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed? (Less Than Significant Impact)**

The potable water supply in the project area is provided from imported water from Metropolitan, local service water from Canyon Lake, and local groundwater from the Elsinore Basin. The City of Lake Elsinore General Plan Update EIR evaluated the City's existing and planned water sources, and water distribution systems with their respect to their ability to meet a project's water demand. As determined by the City's General Plan Update EIR, less than significant impacts would occur to existing water facilities. The EVMWD serves a total of 37,250 potable service connections and has an average potable demand of approximately 32,000 acre-ft/year. EVMWD predicts that future water demand in 2020 will rise to 55,244 acre-ft/year. The project would contribute to the increase in demand, however the EVMWD utilizes a conjunctive use program. In wet years the program utilizes imported water in the Elsinore Basin enhancing groundwater supply reliability. Conjunctive use and artificial recharge programs instituted by EVMWD over the past several years and continued implementation of such programs in the future is expected to result in satisfactory management of the Elsinore Basin (EVMWD, 2011). Based on the aforementioned information, the City's water supply has adequate supply to provide water to the project site and would not require additional entitlements. Impacts are less than significant.

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

(Sources: Elsinore Valley Municipal Water District Wastewater Treatment Operations, Website: <http://www.evmwd.com/depts/operations/wastewater/>)

City of Lake Elsinore. General Plan Update Environmental Impact Report. 2011)

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

The project would result in an increase in wastewater compared to existing conditions, as the project site is currently vacant. Therefore, the project would be expected to have a corresponding increase in wastewater generation. Wastewater effluent from the project site is treated through the EVMWD, which operates 31 lift stations that pump water throughout the area. The EVMWD Regional Wastewater Reclamation Facility has the capacity to treat 8.0 million gallons per day. The existing stormwater treatment facility has the capacity to adequately serve the project site, among other planned uses consistent with the City's General Plan. Impacts are less than significant.

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

(Sources: EVMWD, Treating Wastewater. Website: <http://www.evmwd.com/depts/operations/wastewater/default.asp>)

**f) Be served by a landfill system with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Less Than Significant Impact)**

Development and operation of the proposed project would generate solid waste which would be served by existing solid waste disposal services. However, development of the project would not include significant solid waste generated by demolition.

Solid waste disposal is regulated on the regional level. The City is served by multiple landfills including Badlands Landfill, Lamb Canyon Landfill, and El Sobrante Landfill. Badlands Landfill is expected to reach capacity by 2024, Lamb Canyon Landfill by 2021, and El Sobrante Landfill by 2045. Badlands and Lamb Canyon both have the potential to expand their facilities and capacity. In compliance with Section 40050 et. Seq. of the California Public Resources Code Lake Elsinore will continue to implement solid waste reductions programs, thereby reducing the cumulative effect of project implementation. The project would comply with all federal, state, and local statutes.

Additionally, the project site is located within the Riverside County Service Area, which includes disposal sites that have the capacity to serve the proposed project. Impacts are less than significant.

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

(Sources: Riverside County Waste Management Department, Website: [http://www.rivcowm.org/opencms/landfill\\_info/landfill\\_hours.html](http://www.rivcowm.org/opencms/landfill_info/landfill_hours.html))

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

The construction of a Tractor Supply Company Store on the vacant project site would increase the amount of solid waste generated on the site. However, existing landfills in the project area have adequate capacity to serve the site. Waste collection service in Lake Elsinore is currently provided CR&R. The proposed project would comply with all federal, state, and local statutes and regulations related to solid waste. Impacts are less than significant.

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

(Sources: City of Lake Elsinore. General Plan Update Environmental Impact Report. 2011)

## V. MANDATORY FINDINGS OF SIGNIFICANCE

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

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Less Than Significant Impact)**

As per Section IV Biological Resources, the proposed project is located within an area known to contain habitat for candidate, sensitive, or special-status species. However, mitigation measures proposed would reduce impacts to less than significant levels. In addition, the project will not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Furthermore, there are no identified historic or known prehistoric resources identified on this site, based on findings in the Cultural Resources Assessment. There are no archaeological or paleontological resources identified in the project, based on a Records Search and field survey.

(Sources: FCS reconnaissance-level survey conducted in March of 2014.

United States Fish and Wildlife Service. National Wetlands Inventory.  
<http://107.20.228.18/Wetlands/WetlandsMapper.html#> [Accessed March 19, 2014)

- 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)? (No Impact)**

As noted in the individual topical sections of this document, the project does not have impacts that are individually limited, but cumulatively considerable. The proposed Tractor Supply Company project would establish a store and associated improvements consistent with the site’s current Commercial Manufacturing zoning and Light Industrial General Plan land use designation. The General Plan EIR evaluated the impacts of the implementation of the City’s General Plan and mitigates potential impacts. Therefore, the project is part of the envisioned growth and development of the City of Lake Elsinore.

(Sources: City of Lake Elsinore, Final Recirculated Program Environmental Impact Report (SCH No. 2005121019) December 13, 2011)

- c) **Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (No Impact)**

The project will not have other environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, as there are no such impacts identified by the studies conducted for this project or identified by review of the design of the proposed project. The project would be conditioned to ensure that all standard conditions of approval and necessary mitigation measures are followed prior to use of the facility.

(Sources: City of Lake Elsinore. General Plan Update Environmental Impact Report. 2011)

## **VI. PERSONS AND ORGANIZATIONS CONSULTED**

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

### **First Carbon Solutions | Michael Brandman Associates**

Jason Brandman – Project Director

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Liz Westmoreland – Environmental Analyst

Chryss Myer – Sr. Air Quality/GHG Scientist

Kenneth J. Lord, Ph.D., RPA, Senior Archaeologist

Scott Crawford – Sr. Biologist

Phil Ault – Sr. Noise Specialist

### **Krazan and Associates Inc.**

James Kellogg – Managing Engineer

### **Partner Engineering and Science**

Cody Taylor – Principle

### **Trames Solutions, Inc.**

Scott Sato, P.E. – Senior Associate

## VII. REFERENCES

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

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