



ES.0 EXECUTIVE SUMMARY

ES.1 INTRODUCTION

The California Environmental Quality Act (CEQA), Public Resources Code § 21000, et seq. requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

This Environmental Impact Report (EIR), having California State Clearinghouse (SCH) No. 2006051034 was prepared in accordance with CEQA Guidelines Article 9, § 15120 to § 15132, to evaluate the potential environmental impacts associated with the proposed Surface Mining Permit No. 2015-01 and Amendment No. 2 to Reclamation Plan 2006-01 (hereafter, the "Project" or "proposed Project"). This EIR does not recommend approval, approval with modification, or denial of the proposed Project; rather, this EIR is a source of factual information regarding potential impacts that the Project may cause to the physical environment. The Draft EIR will be available for public review for a minimum period of 45 days. After consideration of public comment, the City of Lake Elsinore will consider certifying the Final EIR and adopting required findings in conjunction with Project approval. In the case that there are any adverse environmental impacts that cannot be fully mitigated, the City of Lake Elsinore must adopt a Statement of Overriding Considerations, stating why the City is taking action to approve the Project with or without modification despite its unavoidable impacts.

This Executive Summary complies with CEQA Guidelines § 15123, "Summary." This EIR document includes a description of the proposed Project and evaluates the physical environmental effects that could result from Project implementation. The City of Lake Elsinore determined that the scope of this EIR should cover 10 subject areas. The scope was determined through the completion of an Initial Study accepted by the City of Lake Elsinore's independent judgment pursuant to CEQA Guidelines § 15063, and in consideration of public comment received by the City in response to this EIR's Notice of Preparation (NOP). The Initial Study, NOP, and written comments received by the City in response to the NOP, are attached to this EIR as *Technical Appendix A*. As determined by the Initial Study and in consideration of public comment on the NOP, the 10 environmental subject areas that could be reasonably and significantly affected by planning, constructing, and/or operating the proposed Project are analyzed herein, including:

1. Aesthetics
2. Air Quality
3. Biological Resources
4. Cultural Resources
5. Geology and Soils
6. Greenhouse Gas Emissions
7. Hydrology and Water Quality
8. Noise
9. Transportation and Circulation
10. Utilities and Service Systems

Refer to EIR Section 4.0, *Environmental Analysis*, for a full account and analysis of the subject matters listed above. As mentioned, the scope of this EIR includes these 10 subject areas as determined through the completion of an Initial Study pursuant to CEQA Guidelines §15063, and in consideration of public comment to this EIR's NOP. Subject areas for which the Initial Study



concluded that impacts would be clearly less than significant and that do not warrant detailed analysis in this EIR are addressed in EIR Section 5.0, *Other CEQA Considerations*.

For each of the 10 subject areas analyzed in detail in Section 4.0, this EIR describes: 1) the physical conditions that existed at the approximate time this EIR's NOP was filed with the California State Clearinghouse (June 2015); 2) discloses the type and magnitude of potential environmental impacts resulting from Project planning, construction, and operation; and 3) if warranted, recommends feasible mitigation measures that would reduce or avoid significant adverse environmental impacts that the proposed Project may cause. A summary of the proposed Project's significant environmental impacts and the mitigation measures imposed by the City of Lake Elsinore on the Project to lessen or avoid those impacts is included in this *Executive Summary* as Table ES-1, *Mitigation Monitoring and Reporting Program*. The City of Lake Elsinore applies mitigation measures which it determines 1) are feasible and practical for project applicants to implement, 2) are feasible and practical for the City of Lake Elsinore to monitor and enforce, 3) are legal for the City to impose, 4) have an essential nexus to the Project's impacts, and 4) would result in a benefit to the physical environment. CEQA does not require the Lead Agency to analyze an exhaustive list of every imaginable mitigation measure, or measures that are duplicative of mandatory regulatory requirements.

This EIR also discusses alternatives to the proposed Project. Alternatives are described that would attain most of the Project's objectives while avoiding or substantially lessening the proposed Project's significant adverse environmental effects. A full discussion of Project alternatives is found in Section 6.0, *Alternatives*.

ES.2 PROJECT OVERVIEW

ES.2.1 LOCATION AND REGIONAL SETTING

The Nichols Canyon Mine comprises approximately 211 acres in the northeastern portion of the City of Lake Elsinore (see Figure 3-1, *Regional Map*, in Section 3.0, *Project Description*). From a regional perspective, the Nichols Canyon Mine is located north of the City of Wildomar, east of Interstate 15 (I-15), and south of the Temescal Valley, with areas to the east located within unincorporated Riverside County. At the local scale, State Route 74 (SR-74) is located approximately 1.0 mile to the south, I-215 is located approximately 9.1 miles to the east, and State Route 91 (SR-91) is located approximately 16.8 miles to the north of the Nichols Canyon Mine. Specifically, the Nichols Canyon Mine is located east of I-15 and north and south of Nichols Road (see Figure 3-2, *Vicinity Map* in Section 3.0, *Project Description*, of this EIR). Interstate 15 (I-15) abuts the Mine's western boundary. The property is divided into two segments by Nichols Road with approximately 154 acres located north of Nichols Road and approximately 57 acres located south of Nichols Road.

The City of Lake Elsinore General Plan divides the City and its SOI into sixteen Districts/Sphere Plans. As illustrated on Figure 2-1, Alberhill District Land Use Plan, in Section 2.0, *Environmental Setting*, of this EIR, the Nichols Canyon Mine is located in the Alberhill District. The Alberhill District encompasses approximately 4,240 acres and consists primarily of extractives uses, vacant lands, and emerging construction of residential and commercial uses as well as a community park. Additionally, the Nichols Canyon Mine lies within the geographical limits of the Alberhill Ranch Specific Plan. The Specific Plan area is located in the north central portion of the City of Lake Elsinore with the majority of the Specific Plan area located west of I-15 with smaller portions of the



Specific Plan located east of I-15, including the Nichols Canyon Mine. Refer to EIR Section 2.0, *Environmental Setting*, for more information related to the regional and local setting of the Project site.

ES.2.2 PROJECT OBJECTIVES

The primary objectives of the proposed Project are to expand the area permitted to be mined by 24 acres; reduce the Mine's permitted annual tonnage of exported materials from 4,000,000 tons per year (tpy) to 856,560 tpy (inclusive of aggregate materials); and lengthen the hours of operation for mining, processing, and export activities from between 7:00 am and 12:00 am (Monday through Friday, excluding Federal Holidays) and between 7:00 am and 7:00 pm (Saturdays only) to between 4:00 am and 12:00 am (Monday through Saturday, excluding Federal Holidays) for mining equipment operation and 24 hours per day (Monday through Saturdays, excluding Federal Holidays) for aggregate export activities. The following is a list of specific objectives that the proposed Project is intended to achieve.

- A. To increase the available high-quality aggregate reserves available on the property in order to help meet the regional demand for aggregate material, to make the best use of the Mine's aggregate resources, and by revising approved Reclamation Plan 2006-01A1 to accommodate an expansion to the approved limits of aggregate mining activities.
- B. To facilitate more efficient export processing of aggregate materials from the Mine site by extending the permitted operational hours for mining activities on-site.
- C. To better reflect actual mining capacity for the Mine site by reducing the annual tonnage allowed to be mined and exported from the Nichols Canyon Mine site.
- D. To reclaim the 199-acre Mine site to a usable condition by revising Reclamation Plan 2006-01A1 to identify ultimate site elevations in conformance with the Surface Mining and Reclamation Act of 1975 (SMARA) and the regulations and requirements of the City of Lake Elsinore.
- E. To minimize environmental impacts associated with mining and reclamation activities at the Nichols Canyon Mine site in conformance with the requirements of SMARA and the City of Lake Elsinore.
- F. To establish updated standards for operational mining activities at the Nichols Canyon Mine site in a manner that complies with all applicable federal, state, and local regulations and requirements.
- G. To maximize the use of aggregate reserves and create the most usable space from the Mine's disturbance by designing slopes that accomplish this objective.

ES.2.3 PROJECT SUMMARY DESCRIPTION

The existing Nichols Canyon Mine comprises approximately 199 acres located both north and south of Nichols Road, in the northeastern portion of the City of Lake Elsinore. Approximately 156 acres of the Nichols Canyon Mine is located north of Nichols Road (Nichols North) and approximately 43 acres of the Nichols Canyon Mine is located south of Nichols Road (Nichols South). The Nichols North and Nichols South sites are both subject to an approved Reclamation Plan (RP 2006-01A1). Under existing conditions, the Nichols North site primarily encompasses stockpiles, excavated mining pits, interior unpaved roads, and support equipment for aggregate mining operations, with a



drainage basin located in the southwest corner of the site. The Nichols South site has largely been disturbed by the prior removal of overburden from the site and is regularly disked as part of on-going fire abatement activities.

This EIR analyzes the physical environmental effects associated with all components of the Project, including planning and ongoing operation. The governmental approval requested from the City of Lake Elsinore to implement the Project consists of a surface mining permit (SMP No. 2015-01) and an amendment to RP 2006-01A1 (RP 2006-01A2), which proposes to: increase the total area subject to mining activities on the approximately 199-acre Nichols Canyon Mine from approximately 116 acres to approximately 140 acres, representing an increase of approximately 24 acres; extend the hours permitted for mining equipment operation, processing, equipment, and export from between 7:00 am and 12:00 am (Monday through Friday, excluding Federal Holidays) and between 7:00 am and 7:00 pm (Saturdays only) to between 4:00 am and 12:00 am (Monday through Saturday, excluding Federal Holidays) for mining equipment operation and 24 hours per day (Monday through Saturdays, excluding Federal Holidays) for aggregate export activities; and reduce the Nichols Canyon Mine's permitted annual tonnage from 4,000,000 tons per year (tpy) to 856,560 tpy.

Refer to EIR Section 3.0, *Project Description*, for a detailed description of the proposed Project.

ES.3 EIR PROCESS

As a first step in complying with the procedural requirements of CEQA for an EIR, an Initial Study was prepared by the City of Lake Elsinore to determine whether any aspect of the proposed Project, either individually or cumulatively, may cause a significant adverse effect on the physical environment (refer to *Technical Appendix A* for a copy of the Initial Study). For this Project, the Initial Study indicated that this EIR should focus on 10 environmental subject areas listed above in Subsection ES.1. After completion of the Initial Study, the City filed a NOP with the California Office of Planning and Research (State Clearinghouse) to indicate that an EIR would be prepared. In turn, the Initial Study and NOP were distributed for a 30-day public review period, which began on June 25, 2015.

The City of Lake Elsinore received written comments on the scope of the EIR during those 30 days, which were considered by the City during the preparation of this EIR.

This EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for a 45-day review period. During the 45-day public review period, public notices announcing availability of the Draft EIR will be mailed to interested parties, an advertisement will be published in the a newspaper of general circulation in the Project area, and copies of the Draft EIR and its Technical Appendices will be available for review at the locations indicated in the public notices.

After the close of the 45-day Draft EIR public comment period, the City will prepare and publish responses to written comments it received on the environmental effects of the proposed Project. The Final EIR will then be considered by the Lake Elsinore City Council prior to deciding to approve, approve with modification, or reject the proposed Project. Approval of the proposed Project would be accompanied by the adoption of written findings and a statement of overriding considerations for any significant unavoidable environmental impacts identified in the Final EIR. In addition, the City must adopt a Mitigation, Monitoring, and Reporting Program (MMRP), which describes the process



to ensure implementation of the mitigation measures identified in the Final EIR. The MMRP will ensure CEQA compliance during implementation of the Project.

ES.4 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

CEQA Guidelines § 15123(b)(2) requires that areas of controversy known to the Lead Agency (City of Lake Elsinore) be identified in the Executive Summary. The Lead Agency has not identified any issues of controversy associated with the proposed Project.

Regarding issues to be resolved, this EIR addresses the environmental issues that are known by the City, that are identified in the Initial Study prepared for the Project, and that were identified in the comment letters that the City of Chino received on this EIR's NOP (refer to *Technical Appendix A*). Environmental topics raised in written comment to the NOP are summarized in Table 1-1, *Summary of NOP Comments*, in Section 1.0 of this EIR and include but are not limited to the topics of air quality, biological resources, cultural resources, greenhouse gas emissions, transportation/traffic, hydrology and water quality, and utilities and service systems.

ES.5 ALTERNATIVES TO THE PROPOSED PROJECT

In compliance with CEQA Guidelines §15126.6, an EIR must describe a range of reasonable alternatives to the Project or to the location of the Project. Each alternative must be able to feasibly attain most of the Project's objectives and avoid or substantially lessen the Project's significant effects on the environment. A detailed description of each alternative evaluated in this EIR, as well as an analysis of the potential environmental impacts associated with each alternative, is provided in EIR Section 6.0, *Alternatives*. Also described in Section 6.0 is a list of alternatives that were considered but rejected from further analysis.

The alternatives considered by this EIR include those listed below.

ES.5.1 NO PROJECT ALTERNATIVE

The No Project Alternative considers no mining activities within the Expanded Disturbance Area (EDA). Mining would be permitted within the existing approved Nichols Canyon Mine Reclamation Plan limits. This alternative was selected by the Lead Agency for the purpose of conducting a comparative analysis of the environmental effects of the proposed Project to the environmental effects of the No Project alternative which would leave the EDA in its existing condition. Under existing conditions mining occurs within the existing approved Nichols Canyon Mine Reclamation Plan limits. If the proposed Project were not approved, it is reasonable to expect that the EDA's undeveloped property would remain vacant and no mining would occur within the EDA.

ES.5.2 REDUCED EXPANDED DISTURBANCE AREA ALTERNATIVE

The Reduced Expanded Disturbance Area (REDA) considers a reduction in the proposed EDA from approximately 24 acres under the proposed Project to approximately 17 acres, as depicted on Figure 6-1, *Environmentally Superior Alternative*. All other components of the REDA would be the same as described for the proposed Project in EIR Section 3.0, *Project Description*. This alternative was selected by the Lead Agency to consider an alternative that would reduce to a level below significant the Project's daytime operational noise impacts to sensitive noise receptors (i.e., residential uses southeast of the EDA) that are located within 500 feet of mining operations (i.e., eight homes located



east of Dexter Avenue and south of Nichols Road that would be exposed to daytime mining-related noise levels exceeding 55 dB Leq (10-min) under the proposed Project). Additionally, this alternative also would reduce the Project's impacts to biological resources. Due to the fact this alternative would avoid the Project's significant and unavoidable impacts to noise, and also would reduce impacts to biological resources, this alternative is identified as the environmentally superior alternative pursuant to CEQA Guidelines § 15126.6(e)(2), the REDA is identified herein as the "environmentally superior alternative."

ES.5.3 REDUCED TRAFFIC ALTERNATIVE

Under near-term cumulative (Existing plus Ambient plus Project plus Cumulative [EAPC] 2016) conditions and Horizon Year (2035) conditions, the Project would contribute more than 50 peak hour trips to the intersection of Nichols Road at I-15 Northbound On- and Off-Ramps. Project-related traffic would therefore contribute to the need for improvements to the intersection under near-term conditions, and to the need for freeway improvements under long-term (2035) conditions to address freeway merge/diverge and queuing issues. While improvements are currently planned by Caltrans, the TUMF program, and/or the City's TIF program, the improvements would likely not be in place at their time of need (before the deficiency occurs). The Project Applicant has no control over the pace of Caltrans, TUMF, or TIF improvements. Thus, the only viable alternative that would reduce the Project's cumulatively considerable traffic impacts to a level below significant would be to reduce the maximum allowed daily tonnage such that the proposed Project would contribute fewer than 50 peak hour trips to the I-15 Northbound On- and Off-Ramps at Nichols Road.

Accordingly, the Reduced Traffic Alternative (RTA) considers a reduction in maximum daily tonnage at the Mine from 5,000 tons per day (tpd) to 4,578 tpd, with approximately 1,330 tpd attributable to the proposed Project and 3,248 TPD attributable to baseline operational conditions. Using the values presented in EIR Table 4.9-11, 1,330 tpd would result in approximately 223 average daily trips (ADT), with 49 AM peak hour trips and 40 trips during the PM peak hour. Due to the restriction in tpd, it is expected that this alternative would take approximately 9% longer to achieve the final grades as specified by RP 2006-01A2.

All other components of the RTA would be identical to the proposed Project. This alternative was selected to eliminate the Project's cumulatively considerable impacts to transportation and traffic, which also would reduce the Project's daily emissions of air quality pollutants and traffic-related noise.

ES.6 SUMMARY OF IMPACTS, MITIGATION MEASURES AND CONCLUSIONS

ES.6.1 EFFECTS FOUND NOT TO BE SIGNIFICANT

The scope of detailed analysis in this EIR includes 10 subject areas determined through the completion of an Initial Study prepared by the City of Lake Elsinore pursuant to CEQA Guidelines §15063 and CEQA Statute §21002(e), as well as consideration of public comments received by the City on this EIR's NOP. The Initial Study, NOP, and public comments received in response to the NOP, are attached to this EIR as *Technical Appendix A*. Subject areas for which the City concluded that impacts clearly would be less than significant and that do not warrant further analysis in this EIR include: Agricultural Resources, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, and Recreation. This EIR addresses these topics in EIR Subsection 5.0, *Other CEQA Considerations*.



ES.6.2 IMPACTS OF THE PROPOSED PROJECT

Table ES-1, *Mitigation Monitoring and Reporting Program*, provides a summary of the proposed Project's environmental impacts, as required by CEQA Guidelines §15123(a). Also presented are the mitigation measures recommended by the City of Chino to further avoid adverse environmental impacts or to reduce their level of significance. After the application of all feasible mitigation measures, the Project would result in two significant and unavoidable environmental effects, as summarized below.

- Noise Thresholds a, c, and d: Direct and Cumulatively Considerable Significant and Unavoidable Impact. Although implementation of Mitigation Measures MM 4.3-1 through MM 4.3-3 would reduce the Project's operational-related noise impacts, a significant impact would occur during the phases of mining within the southeastern portions of the proposed Expanded Disturbance Area (EDA) when a minimum headwall of 15 feet in height cannot be maintained between mining areas and nearby residential structures located within approximately 500 feet of mining activities. During this phase of mining operations, the nearby residences located within approximately 500 feet of mining activities would be exposed to noise levels exceeding 55 dB Leq (10-min), which represents a significant and unavoidable impact of the proposed Project during the phases of mining operations that occur within the EDA and closer than 500 feet from the nearest residential structure(s).
- Transportation and Circulation Threshold a: Cumulatively Significant and Unavoidable Impact. As detailed in Table 4.9-30, *Intersection Analysis for EAPC (2016) Conditions with Improvements*, with implementation of Mitigation Measures MM TR-1 and MM TR-2, the LOS for the intersection of the I-15 Northbound ramps at Nichols Road would improve from LOS F to LOS D during the AM and PM peak hours under Year 2016 conditions. Similarly, and as shown in Table 4.9-31, *Intersection Analysis for Horizon Year (2035) Conditions With Improvements*, with implementation of Mitigation Measures MM TR-1 and MM TR-2, the LOS for the intersection of I-15 Northbound ramps at Nichols Road would operate at an acceptable LOS D with implementation of the Project under long-term (Year 2035 conditions). Thus, with improvements, the Project's cumulatively considerable impacts to the intersection of the I-15 Northbound On- and Off-Ramps under Year 2016 and Year 2035 conditions would be reduced to less-than-significant levels. However, no schedule is prescribed by the TUMF or TIF program for these improvements, and it is not practical to assume that the improvements would be installed by 2016. Improvement schedules for these improvements are partially dependent on the pace of new development and associated pace of fee collection that occurs under the TUMF and the TIF. Under CEQA, a fair-share monetary contribution to a mitigation fund is adequate mitigation if the funds are part of a reasonable plan that the relevant agency (in this case WRCOG and the City of Lake Elsinore) is committed to implementing. As such, while the proposed Project can mitigate its cumulatively considerable contribution to these impacts through the payment of fees, the improvements would likely not be in place at their time of need (before the deficiency occurs). As such, this EIR recognizes a short-term and unavoidable cumulatively considerable impact at these locations, which would occur until the TUMF and TIF improvements are in place.



The Project would contribute more than 50 peak hour trips to the merge/diverge ramp junction of I-15 Northbound at Nichols Road under Horizon Year (2035) conditions. Project-related traffic would contribute to, but would not directly cause, the deficient LOS at the merge/diverge ramp junction of I-15 Northbound at Nichols Road under Horizon Year (2035); accordingly, the Project's impacts to this merge/diverge ramp junction under Horizon Year (2035) conditions would be cumulatively considerable. Long-range plans by Caltrans for the I-15 Freeway include the construction of two tolled Express Lanes from Cajalco Road to Central Avenue (SR-74), which are improvements that are subject to available funding. As shown in Table 4.9-31, with construction of the planned improvements, the queuing issues at the I-15 Northbound Off-Ramp at Nichols Road would be reduced to acceptable levels. However, it is possible that queuing deficiencies may still be experienced in the interim period prior to the completion of the improvements to I-15. As such, the Project's impacts to the I-15 Freeway northbound off-ramp under Horizon Year (2035) represent a near-term significant and unavoidable impact of the proposed Project for which no feasible mitigation is available.

Under Horizon Year (2035) conditions, the Project would contribute to, but would not directly cause queuing issues during the weekday peak 95th percentile traffic flows at the I-15 Freeway Northbound Off-Ramp. The Project's contribution to this projected deficiency is a cumulatively considerable impact. As noted above, long-range plans by Caltrans for the I-15 Freeway include the construction of two tolled Express Lanes from Cajalco Road to Central Avenue (SR-74), which are improvements that are subject to available funding. As shown in Table 4.9-32, *Basic Freeway Segment Analysis for Horizon Year (2035) Conditions with Improvements*, even with the planned Express Lanes, the I-15 northbound segment at the off-ramp with Nichols Road would experience a deficient LOS E during the AM peak hour, and the southbound freeway off-ramp at Nichols Road would experience a deficient LOS E during the PM peak hour. There are no additional improvements planned along these segments of the I-15, nor are there any funding mechanisms identified by Caltrans for such cumulatively considerable impacts. However, and as noted previously, the Project would contribute fewer than 50 peak hour trips to these freeway mainline segments. As such, the Project's contribution to the projected freeway mainline deficiencies under Horizon Year (2035) conditions represents a less-than-cumulatively considerable impact of the proposed Project.

- Transportation and Circulation Threshold b: Cumulatively Significant and Unavoidable Impact. As discussed above under the discussion of Transportation and Circulation Threshold a., the Project would result in cumulatively considerable impacts at the junction of Nichols Road and the I-15 northbound ramps; would contribute to the need for signalization of Nichols Road at the I-15 northbound ramps; would contribute to queuing issues during the weekday peak 95th percentile traffic flows at the I-15 Freeway Northbound Off-Ramp; and would contribute to, but would not cause, the projected deficiency at the freeway merge/diverge junctions of I-15 Northbound Ramps at Nichols Road. This facility is part of the CMP roadway network. Although with implementation of the improvements programmed as part of TUMF and/or TIF these impacts would be reduced to less-than-significant levels (with exception of the Project's cumulatively considerable junction merge/diverge impacts, which would remain significant and unavoidable), improvement schedules for these improvements are partially dependent on the pace of new development



and associated pace of fee collection that occurs under the TUMF and the TIF. Under CEQA, a fair-share monetary contribution to a mitigation fund is adequate mitigation if the funds are part of a reasonable plan that the relevant agency (in this case WRCOG and the City of Lake Elsinore) is committed to implementing. As such, while the proposed Project can mitigate its cumulatively considerable contribution to these impacts through the payment of fees, the improvements would likely not be in place at their time of need (before the deficiency occurs). As such, this EIR recognizes a short-term and unavoidable cumulatively considerable impact at these locations, which would occur until the TUMF, TIF, and planned Caltrans improvements are in place.



Table ES-1 Mitigation Monitoring and Reporting Program

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
4.1 AESTHETICS				
<p>No unique or scenic vistas would be impacted by the Project. The Project site does not contain any scenic vistas, nor does it offer unique views of any visually prominent features; therefore, impacts to scenic vistas resulting from the Project would be less than significant.</p> <p>The Project has no potential to damage scenic resources within a scenic highway corridor, because the property is not visible from a designated scenic highway corridor.</p> <p>The Project would not substantially degrade the existing visual character or quality of the site or its surrounding areas during mining operations. Although the Project would expand the permitted limits of mining by 24 acres, the expansion would be viewed as a logical extension of existing mining activities at the Nichols Canyon Mine, and would be visually similar to other mining activities that occur to the west, south, and southwest of the EDA.</p> <p>The Project would not create substantial amounts of light or glare. Compliance with the City of Lake Elsinore Municipal Code § 17.112.040 would ensure less-than-significant impacts associated with light and glare affecting day or nighttime views in the area.</p>	Less than Significant	Impacts would be less than significant; mitigation is not required.	N/A	N/A
4.2 AIR QUALITY				
Project attributes and features are consistent with and support AQMP air pollution reduction strategies and promote timely attainment of AQMP air quality standards. However, the Project's operational impacts would exceed the applicable regional thresholds for NOX.	Less than Significant	MM 4.3-1: The Project shall ensure that all net new Project equipment horsepower hours as summarized in Table 3-2 of the "Amendment No. 2 to Reclamation Plan 2006-001 Air Quality Impact Analysis City of Lake Elsinore," dated October 14, 2015, by Urban Crossroads, shall be California Air Resources Board (CARB) Tier 4 Certified or better. A list of construction equipment shall be maintained on-site by the Mine operator demonstrating compliance	Project Applicant, Mine Operator/ Lake Elsinore Planning Division	Throughout the duration of mining activities on-site



IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
<p>As such, the Project would not be consistent with the AQMP. Impacts would be significant on a direct and cumulatively considerable basis.</p> <p>Thresholds b and c: Significant Direct and Cumulatively Considerable Impact. The Project would exceed the SCAQMD regional threshold for NOX emissions during Project operation. As such, Project-related air emissions would violate SCAQMD air quality standards and contribute to the non-attainment of a criteria pollutant (NOX), which is a significant direct and cumulatively considerable impact.</p> <p>Threshold d: Less than Significant Impact. The Project would not result in or contribute to a CO "Hot Spot." The Project also would not result in a significant adverse health impact to sensitive receptors and would not result in a significant health risk impact. Thus a less-than-significant impact to sensitive receptors during operational activity is expected. The carcinogenic risk attributable to DPM emissions from the proposed Project would be less than 10 in one million for the residential, worker, and school child exposure scenarios. Thus, the Project's DPM emissions would be below the SCAQMD's threshold for direct and cumulatively considerable emissions and would be less than significant.</p> <p>Threshold e: Less-than-Significant Impact. The Project does not propose any uses or activities that would result in potentially significant operational-source odor impacts. Potential sources of operational odors generated by the Project would include disposal of miscellaneous refuse. Consistent with City requirements, all Project-generated refuse would be stored</p>		<p>with this requirement, and the list shall be made available to the City upon request and during annual reporting for the Mine.</p>		



IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
<p>in covered containers and removed at regular intervals in compliance with solid waste regulations. Although the Project would not affect asphalt batch plant operations on-site, odors associated with the asphalt batch plant were previously shown to be less than significant on both a direct and cumulative basis. Accordingly, operational-source odor impacts would be less than significant.</p>				
<p>4.3 Biological Resources</p>				
<p>The Project would impact the habitat of the federally-listed threatened coastal California gnatcatcher and could potentially directly impact the coastal California gnatcatcher during blasting activities. Impacts to coastal California gnatcatcher habitat would be significant. Cumulatively considerable impacts to nesting raptors may occur if construction occurs within the raptor breeding season (February 1 to September 15), and impacts to 2.1 acre of raptor foraging habitat (non-native grassland) also represent a cumulatively considerable impact. Also, there is potential for significant indirect noise impact to breeding gnatcatchers that may be located within the open space areas located east and north of the EDA. Mining operational noise and blasting activities also would indirectly impact coastal California gnatcatchers, prior to mitigation.</p> <p>The Project would result in significant direct and cumulatively considerable impacts due to the loss of 21.4 acres of brittlebush scrub and 2.1 acres of non-native grassland. Additionally, the clearing of non-native grassland areas on-site during the breeding season for MBTA-protected birds and raptors (February 1 to September 15) represents a potential significant direct and cumulatively considerable impact.</p>	<p>Less than Significant</p>	<p>MM 4.3-1 Prior to any mining activities affecting jurisdictional waters on-site, the Project Applicant shall obtain the necessary authorizations from the Corps, CDFW, and RWQCB for impacts to jurisdictional waters. Authorizations may include a Section 404 Permit from the Corps, Section 1602 Streambed Alteration Agreement from the CDFW, and a Section 401 Water Quality Certification from the RWQCB. Evidence of all required authorizations shall be provided to the City of Lake Elsinore.</p> <p>MM 4.3-2 Prior to any mining activities affecting jurisdictional waters on-site, impacts to jurisdictional waters within the proposed disturbance area shall be mitigated at a minimum 1:1 ratio. The jurisdictional mitigation requirement shall be met by the Project Applicant through one of the following two options:</p> <p>a) In Lieu Fee Option: Mitigation can be fully or partially satisfied via an in-lieu fee payment to a mitigation bank pursuant to California Fish and Game Code Section 1797-1799.1, which establishes a system of conservation and mitigation banks in order to provide a means of mitigating impacts to wetlands, endangered/threatened species, and otherwise sensitive resources. The Project Applicant would contribute funds to such a bank that would in turn be used to create, restore, protect or enhance streambed habitats, either at the source of the impact or elsewhere at a larger, more functional and longer-lasting ecological system.</p> <p>b) Habitat Restoration Option or Equivalent: Mitigation can be fully or partially satisfied by creation, restoration, and/or enhancement. Plant species used for any of these mitigation methods must be locally native (seeds, container, and/or cuttings) and mitigation by any of these methods must be accompanied by a three-year mitigation monitoring plan prepared by a professional restoration ecologist. The mitigation monitoring plan is required</p>	<p>Project Applicant / Lake Elsinore Planning Division, Corps, CDFW, and RWQCB</p> <p>Project Applicant / Lake Elsinore Planning Division, Corps, CDFW, and RWQCB</p>	<p>Prior to impacts affecting jurisdictional waters on-site</p> <p>Prior to mining activities impacting jurisdictional waters on-site</p>



IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
<p>The Project would impact approximately 0.05 acre of Corps non-wetland WUS and 0.17 acre of CDFW streambed, which would be significant on a direct and cumulatively considerable basis.</p> <p>The Project has the potential to impact nesting birds protected by federal and State regulations on a cumulatively considerable basis, if clearing of 2.1 acres of non-native grassland were to occur during the nesting season (February 1 to September 15).</p> <p>The Project would not conflict with any local policies or ordinances protecting biological resources.</p> <p>The Project site is not subject to the Western Riverside County MSHCP, and would contribute impact and mitigation fees pursuant to the SKR HCP; thus, the Project would not conflict with the MSHCP and would be consistent with the SKR HCP.</p>		<p>to identify performance, schedule, monitoring, and maintenance criteria. Mitigation for impacts to State streambeds shall be considered complete only when monitoring is complete and the following success criteria is met: (1) At least 50% of the vegetation present is dominated by locally native species, (2) there is evidence of natural recruitment of multiple locally native species, (3) no more than 15% cover by California Invasive Plant Council (Cal-IPC) List A and B species, and (4) no more than 15% cover by other weedy species.</p> <p>Alternative equivalent mitigation may be determined through consultation with regulatory agencies during the permitting process required by state and federal law as indicated in Mitigation Measure MM 4.3-1. In such a case, mitigation required by the consultation process shall supersede the identified jurisdictional mitigation measure identified in this Mitigation Measure MM 4.3-2.</p> <p>MM 4.3-3 Prior to any mining activities within the EDA, the Project Applicant shall mitigate impacts to 21.4 acres of brittlebush scrub at a ratio of 1.5:1, and shall mitigate impacts to 2.1 acres of non-native grassland at a 0.5:1 ratio. The 32.1-acre mitigation requirement for brittlebush scrub and the 1.1-acre mitigation requirement for non-native grassland shall be met through one of the following two options:</p> <p>a) In Lieu Fee Option: Mitigation can be fully or partially satisfied via an in-lieu fee payment to a mitigation bank pursuant to California Fish and Game Code Section 1797-1799.1, which establishes a system of conservation and mitigation banks in order to provide a means of mitigating impacts to wetlands, endangered/threatened species, and otherwise sensitive resources. The Project Applicant would contribute funds to such a bank that would in turn be used to create, restore, protect, or enhance streambed habitats, either at the source of the impact or elsewhere at a larger, more functional and longer-lasting ecological system.</p> <p>b) Preservation of Habitat: Mitigation can be fully or partially satisfied by preservation of suitable habitat. Habitat proposed to be preserved as brittlebush scrub mitigation must meet the general criteria for coastal sage scrub habitat (Holland 1986) and be of high quality. Habitat preserved for nonnative grassland impacts must meet the criteria for non-native grassland habitat (Holland 1986). Non-native grassland impacts also may be mitigated through preservation of coastal sage scrub habitat as it is considered to be a higher quality habitat.</p>	<p>Project Applicant / Lake Elsinore Planning Division</p>	<p>Prior to mining activities within the EDA</p>



IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
		<p>MM 4.3-4 Prior to any mining activities within the +/- 24-acre EDA, the Project applicant shall provide a completed Biological Opinion/Incidental Take Permit (ITP) to the Director of the City of Lake Elsinore Planning Division (or his/her designee).</p> <p>MM 4.3-5 Prior to approval of the Project's Surface Mining Permit or Amendment No. 2 to Reclamation Plan No. 2006-01A1, the Director of the City of Lake Elsinore Planning Division (or his/her designee) shall verify that the plans incorporate a prohibition against the removal of non-native grassland in the +/- 24-acre EDA during the general avian breeding season (February 15 to September 15). If vegetation must be removed during this season, the Project Applicant shall direct a qualified biologist to conduct a nesting bird survey of potentially suitable nesting vegetation prior to removal. Surveys shall be conducted no more than three (3) days prior to scheduled removals. If active nests are identified, the biologist shall establish buffers around the vegetation containing the active nest (300 feet for the California gnatcatcher and raptors; 100 feet for other non-raptors). The vegetation containing the active nest shall not be removed, and no grading shall occur within the established buffer, until a qualified biologist has determined that the nest is no longer active (i.e., the juveniles are surviving independent from the nest). If clearing is not conducted within three days of a negative survey, the nesting survey shall be repeated to confirm the absence of nesting birds. The Project Applicant shall maintain records of: a) all new clearing activities that occur during the general avian breeding season; b) the results of all pre-construction nesting surveys; c) mitigation or avoidance measures that were undertaken during the breeding season; and d) areas within the EDA that have been disturbed outside of the general avian breeding season. These records shall be maintained on-site at all times and made available for City inspection upon request.</p> <p>MM 4.3-6 Prior to any mining activities within the EDA, the Project Applicant shall provide evidence to the City of Lake Elsinore Planning Division that a qualified biologist has met with the mine operator to explain the Project's biological mitigation requirements and techniques to minimize indirect effects. The biologist shall be contracted by the Project Applicant to perform any necessary follow up to ensure that mine personnel are informed and minimizing indirect effects to areas outside of the approved limits of mine disturbance.</p> <p>MM 4.3-7 Mining activities located more than 315 feet away from the open space area east of the EDA can occur without limitations. If between February 15 and August 30 (the breeding season of the</p>	<p>Project Applicant / Lake Elsinore Planning Division</p> <p>Project Applicant, Mine Operator / Lake Elsinore Planning Division</p> <p>Project Applicant , Project Biologist / Lake Elsinore Planning Division</p> <p>Project Applicant , Mine Operator/ Lake Elsinore Planning Division</p>	<p>Prior to removal of vegetation within the EDA during the breeding season</p> <p>Prior to any mining activities within the EDA</p> <p>Prior to mining activities within 315 feet of open space areas east of the EDA during the</p>



IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
		<p>coastal California gnatcatcher) mining activities will move within 315 feet of the open space, or if mining activities are already occurring within 315 feet of the open space and will move closer to the open space, then a qualified biologist shall conduct a nesting survey for the coastal California gnatcatcher in the open space area that falls within 315 feet of the planned mining activity. The survey shall be conducted no more than seven days before the mining activity moves closer to the open space. If the nesting survey is negative, then mining activities may move closer to the open space within seven days of the nesting survey. In the event that a nesting survey is positive, then mining activities shall not be allowed to move within 315 feet of the bird's nest (or any closer to the nest if mining is already occurring within 315 feet) until the nesting period ends (August 30) or until a qualified biologist has determined that the young have fledged or the nest is no longer active. Areas subject to avoidance shall be marked with orange construction fencing. Compliance with these requirements will be assured through the annual mining inspections, as required and reviewed by the Office of Mine Reclamation and Department of Conservation.</p> <p>MM 4.3-8 Within three days prior to any blasting activities within the proposed EDA from February 15 through August 30, a nesting survey shall be conducted by a qualified biologist within 1,250 feet of the blasting site. If any are nests located within 1,250 feet and within line-of-sight of the blasting site, no blasting shall occur until August 30 or until a qualified biologist has determined that the young have fledged or the nest is no longer active. If any active nests are located within 500 feet but not within line-of-sight of the blasting site, blasting may proceed after verification by the biologist that the nest is not in the line of sight. All vegetation within areas that would be subject to mining during the next nesting season (February 15 through August 30) must be cleared outside the nesting season at least 2 weeks prior to blasting and no more than 1 year prior to blasting.</p> <p>MM 4.3-9 Blasting activities outside the nesting season (September 1 through February 14) shall not have vegetation present within 50 feet of the actual blast site. This vegetation must be cleared at least 2 weeks and no more than 1 year prior to blasting.</p>	<p>Project Applicant, Project Biologist / Lake Elsinore Planning Division</p> <p>Project Applicant, Mine Operator / Lake Elsinore Planning Division</p>	<p>breeding season</p> <p>Within three days prior to blasting activities within the EDA</p> <p>Throughout mining operations</p>
4.4 Cultural Resources				
<p>One previously recorded historic site, RIV-8116, was present within the Project site and it has since been relocated by BNSF. Surface artifacts were observed and collected during the relocation of RIV-8116. Additionally, because Site RIV-</p>	<p>Less than Significant</p>	<p>Impacts would be less than significant; mitigation is not required.</p>	<p>N/A</p>	<p>N/A</p>



IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
<p>8116 does not contain any subsurface cultural deposits and lacks any further research potential, the site was evaluated as not unique and not significant under CEQA criteria. Thus, the Project would have no impacts to historical resources.</p> <p>The Project would not impact any known or suspected prehistoric archaeological resources. No prehistoric archaeological resources have been identified on the Project site or in the surrounding area. Thus, the Project would have no impacts to archaeological resources.</p> <p>There is a very low likelihood that the Project's construction activities could uncover paleontological resources that may be buried beneath the ground surface. As such the Project would have a less-than-significant impact to these resources because the likelihood of finding fossiliferous materials within the Project site during any further excavation/grading activities is very low to nil.</p> <p>In the unlikely event that human remains are discovered during Project grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 and California Public Resources Code § 5097 et. seq. Mandatory compliance with State law would ensure that human remains, if encountered, are appropriately treated and would preclude the potential for significant impacts to human remains.</p> <p>The Project's NOP was distributed for public review on June 25, 2015. Accordingly, the Project is not subject to the provisions of AB 52. Thus, there would be no impact in this regard.</p>				



IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
4.5 GEOLOGY AND SOILS				
<p>The Project would not expose people or structures to substantial adverse seismic risks. No active faults are located on the Mine site so there is no potential for fault surface rupture. As with all properties in southern California, the Project site is subject to seismic ground shaking associated with earthquakes. With implementation of the recommendations contained in the Project's Report of Slope Stability Investigation, potential seismically induced hazard impacts would be reduced to less than significant levels.</p> <p>The Project would have a less-than-significant impact regarding soil erosion and the loss of topsoil. Dust control is proposed during mining, the site would be revegetated as mining activities conclude, and a sedimentation basin is proposed as part of the Mine's revised reclamation plan.</p> <p>The potential for the Project to cause rock falls and soil instability during mining activities would be reduced to less-than-significant levels with design approaches for scaling and benched slope faces per the recommendations of the Project's Report of Slope Stability Investigation.</p> <p>Soils would be removed during mining activities, and no structures are proposed as part of the Project that would require structural stabilization by soil material. Thus, a less than significant soil stability impact would occur.</p> <p>The Project would not install septic tanks or alternative wastewater disposal systems. Accordingly, no impact would occur associated with soil compatibility for wastewater disposal systems.</p>	<p>Less than Significant</p>	<p>Although potential impacts associated with slope stability and topple-related rock fall during mining operations would be less than significant with the required implementation of the recommendations contained in the Project's Report of Slope Stability Investigation (EIR Technical Appendix F), the following measures are included to ensure that the recommendations are implemented.</p> <p>MM 4.5-1 Prior to mining activities in the +/- 24-acre EDA, the Director of the City of Lake Elsinore Engineering Division (or his/her designee) shall verify that all of the recommendations given in the Project's April 15, 2015 "Report of Slope Stability Investigation Proposed Nichols Mine Expansion, Lake Elsinore, California" (Job No. 15082-8) by CHJ Consultants are incorporated into the mining specifications for SMP 2015-01 and Reclamation Plan No. 2006-01A2, including but not limited to the recommendation to have periodic observation of mine benches for indications of potential instability above working areas during mine operations.</p>	<p>Project Applicant, Mining Operator / Lake Elsinore Engineering Division</p>	<p>Prior to mining activities in the 24-acre EDA</p>



IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
4.6 GREENHOUSE GAS EMISSIONS				
<p>The Project would result in approximately 1,222.47 MTCO₂e per year; the proposed Project would not exceed the SCAQMD's interim threshold of 10,000 MTCO₂e per year. Therefore, a less-than-significant impact would occur.</p> <p>Project GHG emissions would not result in or cause a potentially significant impact on the environment. To this end, the analysis demonstrates that the Project is consistent with, or otherwise not in conflict with, recommended measures and actions in the CARB December 2008 Scoping Plan (CARB Scoping Plan). The CARB Scoping Plan establishes strategies and measures to implement in order to achieve the GHG reductions goals set forth in the Global Warming Solutions Act of 2006 (AB 32).</p>	Less than Significant	Impacts would be less than significant; thus, no mitigation is required.	N/A	N/A
4.7 HYDROLOGY AND WATER QUALITY				
<p>The Nichols Canyon Mine is required to comply with a Stormwater Pollution Prevention Plan (SWPPP) and obtain coverage under a National Pollutant Discharge Elimination Permit (NPDES). The Project would not violate any water quality standards or waste discharge requirements.</p> <p>The Project does not propose the installation of any water wells on the Project site that would extract groundwater. Also, the proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in an aquifer volume or lowering of the groundwater table.</p> <p>The Project would not result in substantial erosion on-or-off-site.</p>	Less than Significant	Impacts would be less than significant; thus, no mitigation is required.	N/A	N/A



IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
<p>Alterations to the drainage characteristics (i.e., drainage pattern and flow rate) of the Project site would minimize the risk of on- and off-site flooding and would not substantially increase the rate of surface runoff.</p> <p>The proposed Project would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems, nor would the Project provide additional sources of polluted runoff.</p> <p>The proposed Project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities.</p> <p>There are no other components of the proposed Project with a potential to substantially degrade water quality.</p> <p>The proposed Project does not involve the construction of housing and is not located within a 100-year flood hazard area.</p> <p>The proposed Project is not located within a 100-year flood hazard area, and would not result in the construction of new structures within a 100-year flood hazard area which could impede or redirect flows.</p> <p>The proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam.</p> <p>The proposed Project is not subject to inundation from seiche, tsunami, or mudflow.</p>				
4.8 NOISE				
Impacts associated with Project-related traffic would be less than significant on both a direct and cumulatively	Significant and Unavoidable Impact	MM 4.8-1 All trucks accessing the Mine and all mining equipment operating on-site shall be equipped with mufflers that comply with the California Vehicle Code. This requirement shall be enforced by the	Project Applicant, Mining Operator / Lake Elsinore Planning Division	Throughout the duration of mining activities on-site



IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
<p>considerable basis. Operational (mining) related noise would be less than significant at the nearest Temescal Canyon High School building and at the nearby gas station. However, noise associated with the Project's mining operations could exceed the County's Noise Ordinance criteria for eight residential structures located east of El Toro Road and south of Nichols Road during both day and nighttime hours when mining activities occur within 500 feet of the residential structures (daytime) or within between 1,250 or 500 feet (nighttime) of the residential structures, depending on whether line-of-sight exists. These operational impacts also are cumulatively considerable because the Project's operational noise would combine with background noise levels, such as traffic-related noise.</p> <p>The Project would not expose persons to or generate excessive groundborne vibration noise levels.</p> <p>The Project would have a less than significant impact regarding impacts to airstrips and airports, due to the Project's distance and location outside of the Skylark Field Airport influence policy area and distance from the McConville airstrip. As such, the Project would not expose people to excessive noise levels associated with a public airport or public use airport.</p>	<p>Less than Significant</p> <p>Less than Significant</p>	<p>Mine Operator.</p> <p>MM 4.8-2 A sign shall be placed at each of the Mine's egress driveways indicating that loaded truck trips are prohibited from turning onto eastbound Nichols Road except during deliveries to areas east of the Mine and/or during emergency conditions.</p> <p>MM 4.8-3 Noise-generating mining activities in the Expanded Disturbance Area (EDA) shall be prohibited from occurring during within 1,250 feet of any occupied residential structure during the nocturnal hours of 10:00 pm and 7:00 am if a direct line-of-sight exists between the mining activity and the occupied structure(s). If the line-of-site is blocked, noise-generating activities may extend to within 500 feet of occupied residential structures. The line-of-sight is considered "blocked" if bench mining maintains a minimum 15-foot high headwall between the noise-generating mining activity and any occupied residential structure to the east. Areas subject to nocturnal activity restrictions shall be identified by markers placed at the 1,250-foot or 500 foot-distance (depending on whether a line-of-sight exists), as measured from the nearest residential structure</p> <p>MM 4.8-4 When mining operations during the daytime occur within 500 feet of the nearest residential structure, the Mining Operator shall provide and maintain a minimum 15-foot high headwall between noise-generating mining activities in the EDA and off-site residences to the east, whenever feasible.</p>	<p>Project Applicant, Mining Operator / Lake Elsinore Planning Division</p> <p>Project Applicant, Mining Operator / Lake Elsinore Planning Division</p> <p>Project Applicant, Mining Operator / Lake Elsinore Planning Division</p>	<p>Throughout the duration of mining activities on-site</p> <p>Throughout the duration of mining activities on-site</p> <p>Throughout the duration of mining activities on-site</p>
4.9 TRANSPORTATION AND CIRCULATION				
<p>The addition of Project-related traffic under EAPC (2016) conditions and Horizon Year (2035) conditions would contribute to intersection operational LOS deficiency at the intersection of Nichols Road and the I-15 Northbound Ramp, and also would contribute to a need to signalize the intersection. Because the projected LOS deficiency would occur both with and</p>	<p>Cumulatively Significant and Unavoidable</p>	<p>MM TR-1 Within 60 days of approval of SMP 2015-01 and the revised Reclamation Plan No. 2006-01A2, the Project Applicant shall pay appropriate Development Impact Fees/Traffic Impact Fees at the rates then in effect pursuant to Chapter 16.74.040 of the City of Lake Elsinore Municipal Code.</p> <p>MM TR-2 Within 60 days of approval of SMP 2015-01 and the revised Reclamation Plan No. 2006-01A2, the Project Applicant shall pay applicable Transportation Uniform Mitigation Fee (TUMF) fees at</p>	<p>Project Applicant / Lake Elsinore Planning Division</p> <p>Project Applicant / Lake Elsinore Planning Division</p>	<p>Within 60 days of approval of SMP 2015-01 and the revised Reclamation Plan No. 2006-01A2</p> <p>Within 60 days of approval of SMP 2015-01 and the revised Reclamation Plan No. 2006-</p>



IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
<p>without the addition of Project traffic, the Project's contributions to the projected LOS deficiency at the Nichols Road and I-15 Northbound Ramp is a cumulatively considerable impact.</p> <p>Under Horizon Year (2035) conditions, the Project would contribute to, but would not directly cause queuing issues during the weekday peak 95th percentile traffic flows at the I-15 Freeway Northbound Off-Ramp. The Project's contribution to this projected deficiency is a cumulatively considerable impact. Impacts to the I-15 Freeway Southbound Off-Ramp would be less-than-cumulatively considerable because the Project would contribute fewer than 50 AM and PM peak hour trips at this off-ramp.</p> <p>Under Horizon Year With Project traffic conditions, the freeway merge/diverge junctions of I-15 Northbound Ramps at Nichols Road would continue to operate at a deficient LOS (i.e., LOS E or worse). Because Project-related traffic would contribute to, but would not cause, the projected deficiency at the freeway merge/diverge junctions of I-15 Northbound Ramps at Nichols Road, Project-related impacts under Horizon Year (2035) conditions would be cumulatively considerable. The Project would contribute fewer than 50 peak hour trips to the freeway merge/diverge junctions of I-15 Southbound Ramps at Nichols Road; accordingly, the Project's impacts to the freeway merge/diverge junctions of I-15 Southbound Ramps at Nichols Road would be less-than-cumulatively considerable.</p> <p>Project-related traffic would contribute to the need to signalize the intersection of I-15 Northbound Ramp at Nichols Road</p>		<p>the rates then in effect in accordance with Chapter 16.83 of the City of Lake Elsinore Municipal Code.</p>		<p>01A2</p>



IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
<p>under both EAPC (2016) and Horizon Year (2035) conditions. Because the need for this traffic signal would occur both with and without the addition of Project traffic, Project-related impacts are cumulatively considerable. Although the intersection of I-15 Southbound Ramp at Nichols Road also would warrant signalization under both EAPC (2016) and Horizon Year (2035) conditions, the Project contributes fewer than 50 peak hour trips to this intersection; thus, impacts would be less-than-cumulatively considerable.</p> <p>Project-related traffic would contribute to, but would not directly cause, LOS deficiencies at nearby segments of the I-15. Because these deficiencies would occur either with or without Project traffic, and because the Project would contribute less than 50 AM and PM peak hour trips to these mainline segments, impacts are considered to be less-than-cumulatively considerable under Horizon Year (2035) conditions.</p> <p>Project-related traffic would contribute to, but would not directly cause, deficient LOS (i.e., LOS E or worse) at the Nichols Road northbound on- and off-ramps for the I-15 under Horizon Year (2035) With Project Conditions. Because the projected deficiency would occur either with or without the proposed Project, impacts would be cumulatively considerable. Although the on- and off-ramps for the I-15 under Horizon Year conditions also would be impacted, the Project would contribute fewer than 50 AM and PM peak hour trips to these ramps; accordingly, Project-related impacts would be less-than-cumulatively considerable.</p> <p>The Project would contribute to, but would</p>	<p>Cumulatively Significant</p>			



IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
<p>substantial air traffic safety risks.</p> <p>No significant transportation safety hazards would be introduced as a result of the proposed Project.</p> <p>Adequate emergency access is currently and will continue to be provided at the Project site. The Project would not result in inadequate emergency access to the site or surrounding properties.</p> <p>Potential impacts to the performance or safety of transit, bicycle, and pedestrian systems would be less than significant.</p>	<p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p>			
UTILITIES AND SERVICE SYSTEMS				
<p>The Project would result in only a nominal increase in demand for wastewater treatment capacity due to the addition of two new employees. Additionally, all wastewater generated on-site would be collected by a wastewater haul company that would dispose of the wastewater at a treatment plant that meets the wastewater treatment requirements of the Santa Ana RWQCB.</p> <p>The Project would not require the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p> <p>The Project would result in a net decrease in demand for water resources, as SMP No. 2015-01 requires the use of soil binders in lieu of water trucks to meet a portion of the Mine's demands for dust suppression. Specifically, areas subject to water usage for dust control would decrease from approximately 20.33 acres to approximately 11.01 acres. Accordingly, the Project would therefore have no potential to result in or require new or expanded entitlements.</p>	<p>Less than Significant</p>	<p>Impacts would be less than significant; thus, mitigation is not required.</p>	<p>N/A</p>	<p>N/A</p>



IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
<p>The Project would result in a net decrease in demand for water on-site, and would therefore not require or result in the construction of new or expanded water treatment facilities.</p> <p>The wastewater haul company would dispose of all wastewater generated by the Project at permitted facilities with sufficient capacity to handle Project-generated wastewater, and the Project would not result in or require expanded wastewater treatment capacity.</p> <p>The Project would generate a nominal increase in the amount of solid waste produced on-site due to the addition of two new employees. This nominal increase in solid waste generation would not cause or substantially contribute to diminished landfill capacity.</p> <p>The Project would comply with all applicable federal, state, and local statutes and regulations related to solid waste disposal, reduction, and recycling.</p> <p>The Project would not result in the construction of new electrical, natural gas or telecommunication facilities or expansion existing facilities, the construction of which would cause significant environmental effects.</p>				