

NICHOLS RANCH SPECIFIC PLAN

PLANNING APPLICATION NO. 2017-29

GENERAL PLAN AMENDMENT NO. 2018-01 (GPA NO. 2018-01)

SPECIFIC PLAN NO. 2018-01 (SP NO. 2018-01)

SPECIFIC PLAN AMENDMENT NO. 2017-03 (SPA NO. 2017-03)

ZONE CHANGE NO. 2018-01 (ZC NO. 2018-01)

TENTATIVE PARCEL MAP NO. 37465 (TPM NO. 37465)

TENTATIVE TRACT MAP NO. 37305 (TTM NO. 37305)

INITIAL STUDY/NOTICE OF PREPARATION

Lead Agency:

CITY OF LAKE ELSINORE

130 South Main Street
Lake Elsinore, CA 92530

Applicant:

NICHOLS ROAD PARTNERS, LLC

P.O. Box 77850
Corona, CA 92877

CEQA Consultant:

T&B PLANNING, INC.

17542 East 17th Street, Suite 100
Tustin, CA 92780

May 24, 2018

TABLE OF CONTENTS

<u>Section Name and Number</u>	<u>Page</u>
1.0 Introduction	1-1
1.1 Document Purpose and Scope	1-1
1.2 Scope of Environmental Analysis	1-1
1.3 Potential Environmental Effects	1-2
2.0 Project Description	2-1
2.1 Project Location	2-1
2.2 Environmental Setting and Surrounding Land Uses	2-1
2.3 Existing General Plan and Zoning Designations	2-1
2.4 Project Description	2-6
2.4.1 General Plan Amendment No. 2018-01 (GPA No. 2018-01)	2-6
2.4.2 Alberhill Ranch Specific Plan Amendment No. 3.1 (SPA No. 2017-03)	2-6
2.4.3 Nichols Ranch Specific Plan (SP No. 2018-01)	2-6
2.4.4 Zone Change No. 2018-01 (ZC No. 2018-01)	2-20
2.4.5 Tentative Parcel Map No. 37465 (TPM No. 37465)	2-20
2.4.6 Tentative Tract Map No. 37305 (TTM No. 37305)	2-20
2.5 Scope of Environmental Analysis	2-24
2.5.1 Construction Characteristics	2-24
2.5.2 Proposed Operational Characteristics	2-24
3.0 Environmental Checklist	3-1
3.1 Background	3-1
3.2 Environmental Factors Potentially Affected	3-2
3.3 Determination	3-2
3.4 Evaluation of Environmental Impacts	3-3
4.0 Environmental Analysis	4-1
4.1 Aesthetics	4-1
4.2 Agricultural Resources	4-3
4.3 Air Quality	4-5
4.4 Biological Resources	4-7
4.5 Geology and Soils	4-11
4.6 Greenhouse Gas Emissions	4-14

TABLE OF CONTENTS

<u>Section Name and Number</u>	<u>Page</u>
4.7 Hazards and Hazardous Materials	4-15
4.8 Historic and Archaeological Resources	4-19
4.9 Hydrology and Water Quality.....	4-21
4.10 Land Use and Planning.....	4-27
4.11 Mineral Resources.....	4-29
4.12 Noise	4-30
4.13 Paleontological Resources.....	4-32
4.14 Population and Housing	4-32
4.15 Public Services	4-34
4.16 Recreation	4-36
4.17 Transportation and Traffic	4-37
4.18 Tribal Cultural Resources.....	4-40
4.19 Utilities and Service Systems.....	4-41
4.20 Mandatory Findings of Significance	4-45
5.0 References.....	5-1

LIST OF FIGURES

<u>Figure Name and Number</u>	<u>Page</u>
Figure 2-1 Regional Map.....	2-2
Figure 2-2 Vicinity Map.....	2-3
Figure 2-3 USGS Topographic Map.....	2-4
Figure 2-4 Aerial Photograph.....	2-5
Figure 2-5 Nichols Ranch Specific Plan Land Use Plan	2-8
Figure 2-6 Conceptual Vehicular Circulation Plan.....	2-11
Figure 2-7 Roadway Cross-Sections	2-12
Figure 2-8 Conceptual Master Drainage Plan	2-14
Figure 2-9 Conceptual Water Plan.....	2-15
Figure 2-10 Conceptual Sewer Plan (Option #1).....	2-17
Figure 2-11 Conceptual Sewer Plan (Option #2).....	2-18
Figure 2-12 Conceptual Grading Plan	2-19
Figure 2-13 Tentative Parcel Map No. 37465	2-21
Figure 2-14 Tentative Tract Map No. 37305.....	2-22

LIST OF TABLES

<u>Table Name and Number</u>	<u>Page</u>
Table 2-1 Nichols Ranch Specific Plan Land Use Summary.....	2-7
Table 2-2 Tentative Tract Map 37305 Land Use Summary.....	2-20
Table 2-3 Project Trip Generation Summary.....	2-26

LIST OF ACRONYMS

<u>Acronym</u>	<u>Definition</u>
ac	Acre
ADT	Average Daily Traffic
AIA	Airport Influence Area
ACOE	U.S. Army Corp of Engineers
ALUCP	Airport Land Use Comprehensive Plan
amsl	above mean sea level
AQMP	Air Quality Management Plan
AB 32	California Global Warming Solutions Act (Assembly Bill 32)
AB 52	Native Americans: California Environmental Quality Act (Assembly Bill 52)
AB 939	California Integrated Waste Management Act (Assembly Bill 939)
APN	Assessor's Parcel Number
ARSP	Alberhill Ranch Specific Plan
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CalEEMod™	California Emission Estimator Model™
CAP	Climate Action Plan
CARB	California Air Resources Board
CASSA	Criteria Area Species Survey Area
CBC	California Building Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
cfs	cubic feet per second
CH ₄	Methane
CIWMP	Countywide Integrated Waste Management Plan
CLOMR	Conditional Letter of Map Revision
CMP	Congestion Management Plan
CMU	Commercial Mixed Use
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalent
CWA	Clean Water Act
cy	cubic yards
DIF	Development Impact Fee
DMR	Division of Mine Reclamation

LIST OF ACRONYMS

<u>Acronym</u>	<u>Definition</u>
DTSC du/ac	Department of Toxic Substances Control dwelling unit(s) per acre
EIR	Environmental Impact Report
EMFAC	EMissions FACTor (emissions modeling)
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
EVMWD	Elsinore Valley Municipal Water District
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
GCC	Global Climate Change
GHG	Greenhouse Gas
GIS	Geographic Information System
GPA	General Plan Amendment
gpd	gallons per day
gpd/ac	gallons per day per acre
GPU	General Plan Update
gpy	Gallons per Year
HCP	Habitat Conservation Plan
I-15	Interstate 15
I-215	Interstate 215
IS	Initial Study
LEUSD	Lake Elsinore Unified School District
LOMR	Letter of Map Revision
LOS	Level of Service
MARB	March Air Reserve Base
MND	Mitigated Negative Declaration
MRZ	Mineral Resources Zone
MRZ-4	Mineral Resources Zone 4
MSHCP	Multiple Specific Habitat Conservation Plan
NAAQS	National Ambient Air Quality Standards

LIST OF ACRONYMS

<u>Acronym</u>	<u>Definition</u>
NAHC	Native American Heritage Commission
ND	Negative Declaration
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRSP	Nichols Ranch Specific Plan
PM _{2.5}	Particulate Matter ≤ 2.5 Microns
PM ₁₀	Particulate Matter ≤ 10 Microns
RCA	Regional Conservation Authority
RCALUC	Riverside County Airport Land Use Commission
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCIT	Riverside County Information Technology
RCTC	Riverside County Transportation Commission
RCTLMA	Riverside County Transportation and Land Management Agency
ROW	Right-of-Way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Santa Ana Regional Water Quality Control Board
SB 18	Traditional Tribal Cultural Places (Senate Bill 18)
SB 32	California Global Warming Solutions Act (Senate Bill 32)
s.f.	square foot/square feet
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCH	State Clearinghouse
SKR	Stephen's Kangaroo Rat
SKR HCP	Stephen's Kangaroo Rat Habitat Conservation Plan
SMARA	Surface Mining and Reclamation Act
SP	Specific Plan
SPA	Specific Plan Amendment
SR-74	State Route 74
SR-91	State Route 91
SWPPP	Storm Water Pollution Prevention Plan
TCHS	Temescal Canyon High School
TTM	Tentative Tract Map

LIST OF ACRONYMS

<u>Acronym</u>	<u>Definition</u>
TTM 37305	Tentative Tract Map No. 37305
USCB	United States Census Bureau
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VOCs	Volatile Organic Compounds
WQMP	Water Quality Management Plan
ZC	Zone Change

1.0 INTRODUCTION

1.1 DOCUMENT PURPOSE AND SCOPE

The California Environmental Quality Act (CEQA) is a statewide environmental law contained in Public Resources Code §§ 21000-21177. CEQA applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the physical environment. CEQA requires that public agencies analyze and acknowledge the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts to the environment when avoidance or reduction is feasible. The CEQA compliance process also gives other public agencies and the general public an opportunity to comment on a proposed project's environmental effects.

This Initial Study assesses the potential of the proposed Nichols Ranch Specific Plan (Planning Application No. 2017-29, the "Project") and its associated implementing actions to affect the physical environment. The Nichols Ranch Specific Plan (SP No. 2018-01) is proposed to encompass approximately 72.5 acres of land, generally located south of Nichols Road, east of Interstate 15 (I-15), west of El Toro Road/Wood Mesa Court, and north of the Temescal Canyon High School (TCHS). The Project seeks to develop 168 single-family dwelling units on approximately 31.1 acres; 14.5 acres of commercial retail accommodating a 130-room hotel, 20,900 square feet (s.f.) of restaurant use, 4,400 s.f. of commercial retail uses, an 8,000 s.f. health and fitness club, and a gas station with 16 fueling stations; recreational open space on 8.3 acres; drainage basins on 5.5 acres; 1.3 acres of open space; 6.5 acres of floodway; and 5.3 acres for backbone on-site roadways. Discretionary applications currently under consideration by City of Lake Elsinore include Planning Application 2017-29; a General Plan Amendment (GPA No. 2018-01); a Specific Plan (SP No. 2018-01); Amendment No. 3.1 to the approved Alberhill Ranch Specific Plan (SPA No. 2017-03); Tentative Parcel Map No. 37465 (TPM No. 37465); Tentative Tract Map (TTM No. 37305); and Zone Change (ZC No. 2018-01).

As part of the City of Lake Elsinore's permitting process, the proposed Project is required to undergo an initial environmental review pursuant to CEQA Guidelines § 15063. This Initial Study is a preliminary analysis prepared on behalf of and representing the independent judgment of the City of Lake Elsinore Planning Division, acting in its capacity as the CEQA Lead Agency, to determine the level of environmental review and analysis that will be required for the Project. The results of the Initial Study (IS) determine which type of CEQA compliance document will be prepared, which could consist of either an environmental impact report (EIR); mitigated negative declaration (MND); negative declaration (ND); addendum to a previously-prepared EIR; or a tiered analysis that relies on the findings and conclusions of a previously-prepared EIR. This Initial Study is an informational document that provides an objective assessment of the potential environmental impacts that could result from implementation of the proposed Project.

1.2 SCOPE OF ENVIRONMENTAL ANALYSIS

City of Lake Elsinore prepared the proposed Project's IS Checklist as suggested by CEQA Guidelines §§ 15063(d)(3). The checklist is found in Section 3.0 and it includes an explanation and discussion of each answer on the form.

There are four possible responses to each of the environmental issues included on the checklist:

1. **Potentially Significant Impact.** This response is used to indicate that there is substantial evidence that the Project would result in an effect that may be significant.
2. **Less than Significant with Mitigation Incorporated.** This response is used to indicate that incorporation of mitigation measures would reduce an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.”
3. **Less-than-Significant Impact.** This response is used to indicate that the Project result in less-than-significant impacts.
4. **No Impact.** This response is used to indicate that the Project would not create an impact in that particular environmental category. “No Impact” answers need to be adequately supported by information which shows that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

1.3 POTENTIAL ENVIRONMENTAL EFFECTS

The analysis presented in this IS indicates that the proposed Project has the potential to result in one or more significant direct, indirect, and/or cumulative environmental effects to the following environmental subjects, and concludes that an EIR is required for the proposed Project:

- Aesthetics
- Air Quality
- Biological Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Historical and Archaeological Resources
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Paleontological Resources
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Tribal Cultural Resources
- Utilities/ Service Systems
- Mandatory Findings of Significance

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The Project site consists of an approximately ±72.5-acre property (Assessor's Parcel Numbers [APN] 389-200-038, 389-210-008, 389-210-032, 389-210-034, and 389-210-036), which is located in the northeastern portion of the City of Lake Elsinore (see Figure 2-1, *Regional Map*). From a regional perspective, the Project site is located west of unincorporated Riverside County, northwest of the City of Wildomar, and south of the Temescal Valley. I-15 abuts the Project site's western boundary, State Route 74 (SR-74) occurs approximately 0.6 miles south of the site, Interstate 215 (I-215) is located approximately 9.2 miles northeast of the site, and State Route 91 (SR-91) occurs approximately 16.9 miles north of the site. Specifically, the Project site is located east of and adjacent to I-15, south of Nichols Road, and west of Wood Mesa Court/El Toro Road in the City of Lake Elsinore, as illustrated on Figure 2-2, *Vicinity Map*, and Figure 2-3, *USGS Topographic Map*.

2.2 ENVIRONMENTAL SETTING AND SURROUNDING LAND USES

Under existing conditions, the 72.5-acre site is mainly vacant as shown on Figure 2-4, *Aerial Photograph*. The northern 45.4 acres of the Project site are currently undergoing reclamation activities, pursuant to Amendment No. 2 to Reclamation Plan 2006-01 (Reclamation Plan 2006-01A2). Reclamation activities include grading and benching of slopes subject to mining, implementation of erosion control measures, and restoration of the site to a more natural appearance. The current topography of the site ranges from approximately 1,294 feet above mean sea level (amsl) in the southwestern portion of the 72.5-acre site to approximately 1,370 feet amsl in the eastern portion of the site; however, following reclamation elevations on-site would range from 1,294 to 1,323 feet amsl. For purposes of analysis herein, the existing condition of the northern 45.4 acres of the Project site is the reclaimed condition of the Project site because no development may occur on this portion of the site until reclamation activities have been completed to the satisfaction of the Division of Mine Reclamation (DMR). Impacts associated with reclamation activities on the northern portions of the site were fully evaluated in a previously certified EIR for Surface Mining Permit No. 2015-01 and Amendment No. 2 to Reclamation Plan 2006-01A1 (SCH No. 2006051034), which is herein incorporated by reference pursuant to CEQA Guidelines § 15150. Additionally, the Project site is traversed by Stovepipe Creek, which generally crosses the site in a northeast-to-southwest orientation.

Surrounding land uses include vacant lands, residential, school, and commercial land uses. Immediately north of the Project site is Nichols Road, beyond which is an active mining operation and open space. To the west of the site is I-15 freeway, beyond which is the Lake Elsinore Outlet Center. To the south of the site is the Temescal Canyon High School. To the east of the site are single-family homes.

2.3 EXISTING GENERAL PLAN AND ZONING DESIGNATIONS

The northern 45.4 acres of the Project site are located within the existing Alberhill Ranch Specific Plan (ARSP) and are designated by the City of Lake Elsinore General Plan as "Specific Plan," with an "Extractive Overlay" applied to the majority of the northern portions of the site. The Extractive Overlay provides

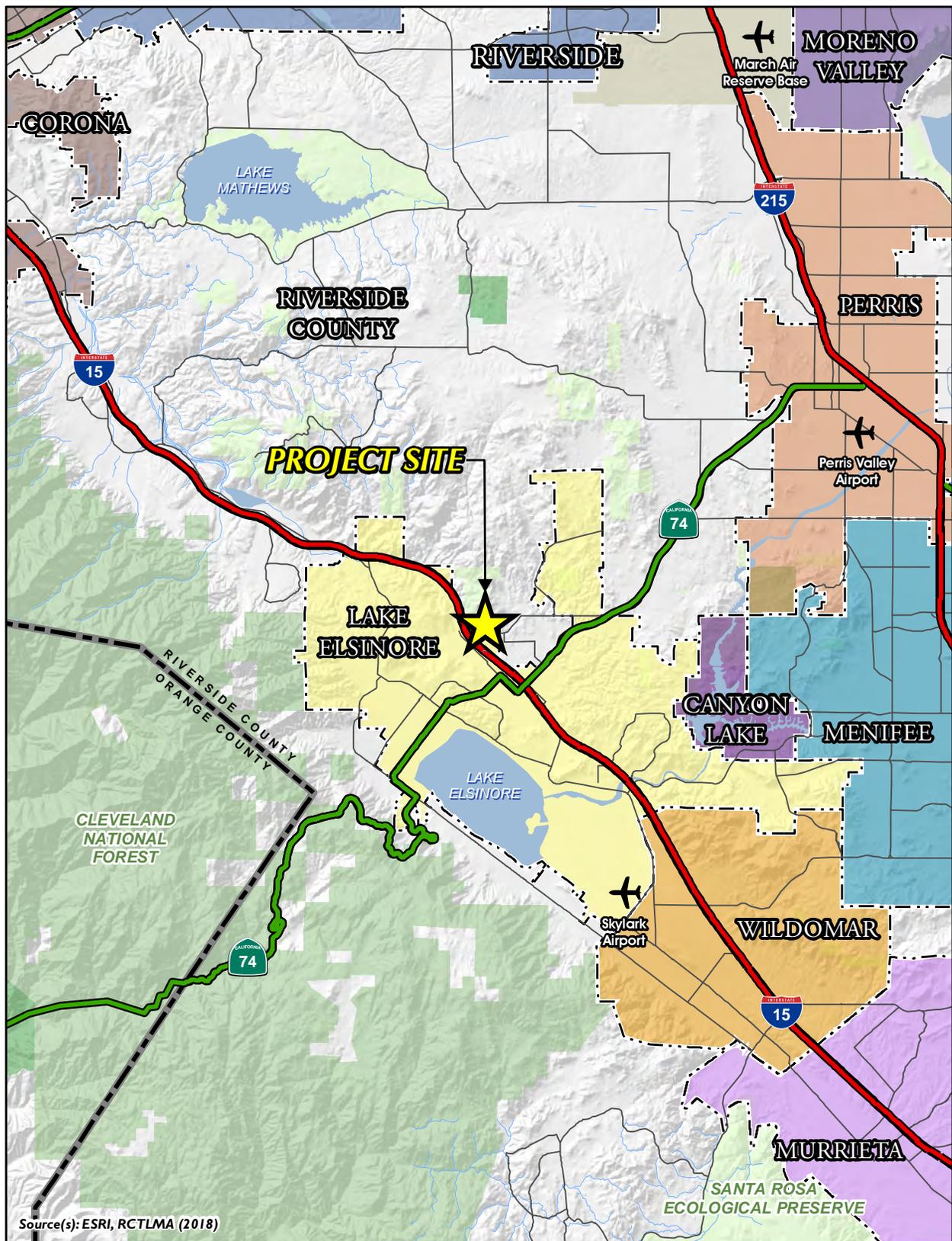
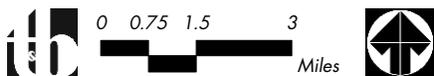


Figure 2-1



REGIONAL MAP

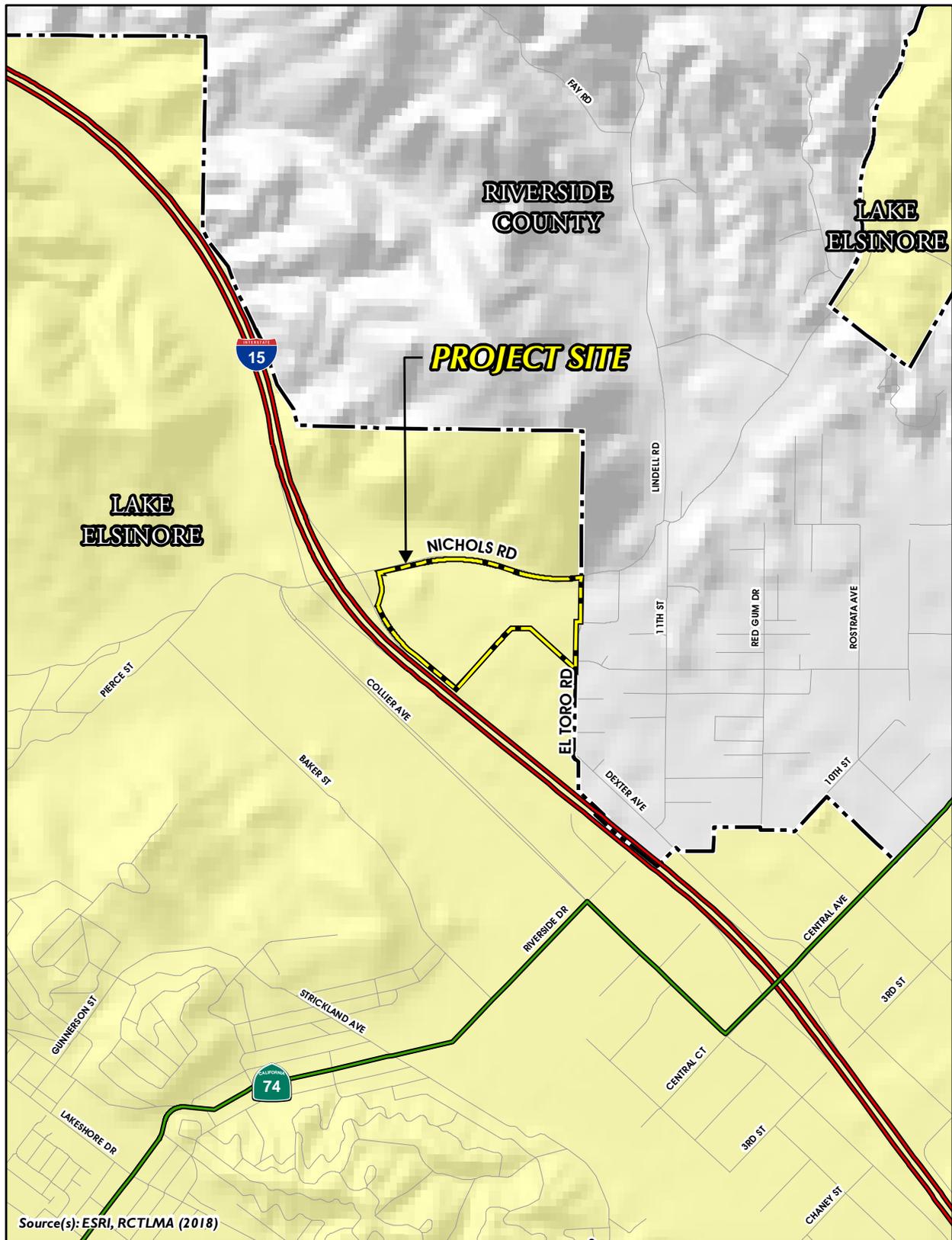


Figure 2-2



VICINITY MAP



Figure 2-3



USGS TOPOGRAPHIC MAP



Source(s): ESRI, Nearmap Imagery (2017), RCTLMA (2018)

Figure 2-4



AERIAL PHOTOGRAPH

for continued operations of extractive uses. The ARSP designates the northern 45.4 acres of the Project site for “Commercial – Specific Plan” land uses and allows for up to 380,000 s.f. of regional general commercial uses. The southern 27.1 acres of the Project site are designated by the General Plan for “General Commercial” land uses, which allows for retail, services, restaurants, professional and administrative offices, hotels and motels, mixed-use projects, public and quasi-public uses, and similar and compatible uses. (Lake Elsinore, 2011a, pp. 2-16 through 2-19 and Figure 2.1A; Lake Elsinore, 1997, p. 7)

The City of Lake Elsinore Zoning Map designates the northern 45.4 acres of the Project site as “Alberhill Ranch Specific Plan,” which pursuant to the ARSP allows for up to 380,000 s.f. regional general commercial uses. The southern 27.1 acres of the Project site are zoned for “Commercial Mixed Use (CMU),” which allows for “a mix of land uses in a compact, high quality, pedestrian-friendly, interactive pattern.” (Lake Elsinore, 2014; Lake Elsinore, 2017, Chapter 17.134; Lake Elsinore, 1997, p. 7)

2.4 PROJECT DESCRIPTION

The Project consists of applications for a General Plan Amendment (GPA No. 2018-01), Specific Plan (SP No. 2018-01), Specific Plan Amendment (SPA No. 2017-03), Zone Change (ZC No. 2018-01), Tentative Parcel Map (TPM No. 37465), and a Tentative Tract Map (TTM No. 37305), which collectively are being processed under Planning Application 2017-29. Copies of the entitlement applications for the proposed Project are herein incorporated by reference pursuant to CEQA Guidelines § 15150 and are available for review at the City of Lake Elsinore Planning Division; 130 South Main Street; Lake Elsinore, CA 92530. The discretionary approvals proposed by the Project are described below.

2.4.1 GENERAL PLAN AMENDMENT NO. 2018-01 (GPA No. 2018-01)

The Project proposes a General Plan Amendment (GPA No. 2018-01), which would redesignate the southern 27.1 acres of the Project site from “General Commercial” to “Specific Plan.” With approval of GPA No. 2018-01, allowable land uses on site would be established pursuant to the proposed Nichols Ranch Specific Plan (NRSP).

2.4.2 ALBERHILL RANCH SPECIFIC PLAN AMENDMENT NO. 3.1 (SPA No. 2017-03)

The Project proposes Amendment No. 3.1 to the Alberhill Ranch Specific Plan, which would remove the northern 45.4 acres of the Project site that are currently located within the Alberhill Ranch Specific Plan. With approval of the Project, development of the northern 45.4 acres of the Project site would be regulated by the Nichols Ranch Specific Plan (NRSP) instead of by the Alberhill Ranch Specific Plan.

2.4.3 NICHOLS RANCH SPECIFIC PLAN (SP NO. 2018-01)

A. Proposed Land Uses

The Project proposes to establish a new specific plan, the Nichols Ranch Specific Plan (NRSP) that would apply to the 72.5-acre Project site. The NRSP proposes to develop the site with 168 “Low-Medium Residential” single-family dwelling units on 31.1 acres within Planning Areas 1 through 6 located in the eastern portions of the site; 14.5 acres of commercial uses within Planning Area 7 in the western portion of the site accommodating a 130-room hotel, 20,900 square feet (s.f.) of restaurant use, 4,400 s.f. of commercial retail uses, an 8,000 s.f. health and fitness club, and a gas station with 16 fueling stations;

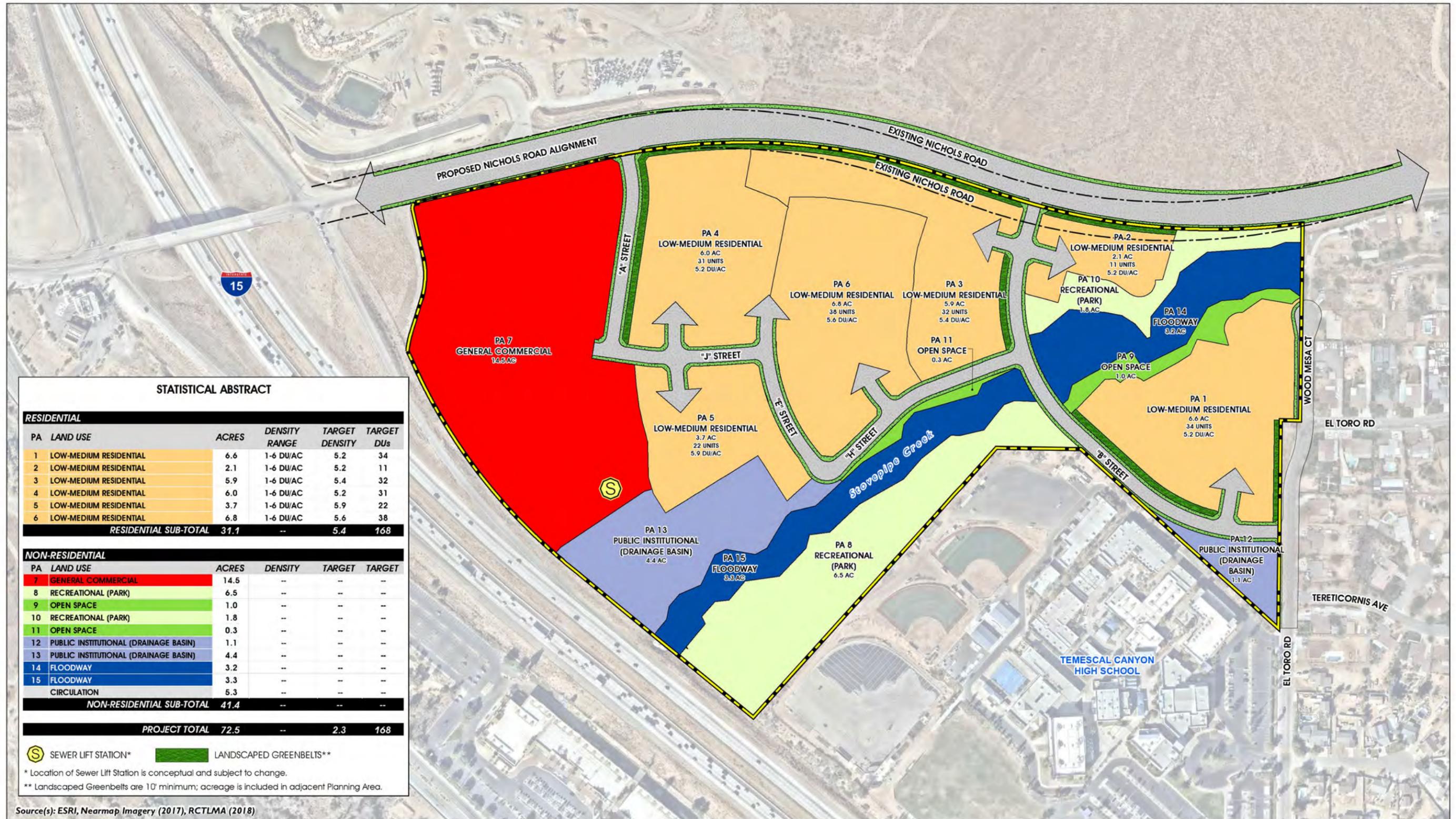
recreational open space within Planning Areas 8 and 10, which comprise 8.3 acres; drainage basins within Planning Areas 12 and 13, comprising 5.5 total acres; 1.3 acres of open space within Planning Areas 9 and 11; and 5.3 acres of backbone roadways. Figure 2-5, *Nichols Ranch Specific Plan Land Use*, depicts the land uses proposed for the site as part of the NRSP, which are also summarized in Table 2-1, *Nichols Ranch Specific Plan Land Use Summary*. A detailed description of the proposed land uses is provided below.

Table 2-1 Nichols Ranch Specific Plan Land Use Summary

Planning Area	Land Use	Acres	Density Range	Target Density	Target DUs
Residential					
1	Low-Medium Residential	6.6	1-6 DU/AC	5.1	34
2	Low-Medium Residential	2.1	1-6 DU/AC	5.2	11
3	Low-Medium Residential	5.9	1-6 DU/AC	5.4	32
4	Low-Medium Residential	6.0	1-6 DU/AC	5.2	31
5	Low-Medium Residential	3.7	1-6 DU/AC	5.8	22
6	Low-Medium Residential	6.8	1-6 DU/AC	5.6	38
Residential Sub-Total:		31.1	--	5.4	168
Non-Residential					
7	General Commercial	14.5	--	--	--
8	Recreational (Park)	6.5	--	--	--
9	Open Space	1.0	--	--	--
10	Recreation (Park)	1.8	--	--	--
11	Open Space	0.3	--	--	--
12	Public Institutional (Drainage Basin)	1.1	--	--	--
13	Public Institutional (Drainage Basin)	4.4	--	--	--
14	Floodway	3.2	--	--	--
15	Floodway	3.3	--	--	--
--	Circulation	5.3	--	--	--
Non-Residential Sub-Total:		41.4	--	--	--
Project Total:		72.5	--	2.3	168

Note: DU = Dwelling Units; AC = Acres.

- Low-Medium Residential.** The Project proposes a total of 168 single-family dwelling units on 31.1 acres within Planning Areas 1 through 6 with an overall density of 5.4 dwelling units per acre (du/ac). Planning Areas 1, 2, and 3 would allow for 77 single-family homes on 14.6 acres, with a minimum lot size of 4,500 s.f. Planning Areas 4, 5, and 6 would allow for 91 single-family homes on 16.5 acres, with a minimum lot size of 5,000 s.f. Access to the residential areas on site would be accommodated via A Street, B Street, E Street, H Street, and J Street.
- General Commercial.** The western 14.5 acres of the site (Planning Area 7) are proposed for general commercial land uses, and would accommodate a 130-room hotel, 20,900 square feet (s.f.) of restaurant use, 4,400 s.f. of commercial retail uses, an 8,000 s.f. health and fitness club, and a gas station with 16 fueling stations. A sewer lift station also would be accommodated in the southern portion of the commercial site.



STATISTICAL ABSTRACT

RESIDENTIAL					
PA	LAND USE	ACRES	DENSITY RANGE	TARGET DENSITY	TARGET DUs
1	LOW-MEDIUM RESIDENTIAL	6.6	1-6 DU/AC	5.2	34
2	LOW-MEDIUM RESIDENTIAL	2.1	1-6 DU/AC	5.2	11
3	LOW-MEDIUM RESIDENTIAL	5.9	1-6 DU/AC	5.4	32
4	LOW-MEDIUM RESIDENTIAL	6.0	1-6 DU/AC	5.2	31
5	LOW-MEDIUM RESIDENTIAL	3.7	1-6 DU/AC	5.9	22
6	LOW-MEDIUM RESIDENTIAL	6.8	1-6 DU/AC	5.6	38
RESIDENTIAL SUB-TOTAL		31.1	--	5.4	168

NON-RESIDENTIAL					
PA	LAND USE	ACRES	DENSITY	TARGET	TARGET
7	GENERAL COMMERCIAL	14.5	--	--	--
8	RECREATIONAL (PARK)	6.5	--	--	--
9	OPEN SPACE	1.0	--	--	--
10	RECREATIONAL (PARK)	1.8	--	--	--
11	OPEN SPACE	0.3	--	--	--
12	PUBLIC INSTITUTIONAL (DRAINAGE BASIN)	1.1	--	--	--
13	PUBLIC INSTITUTIONAL (DRAINAGE BASIN)	4.4	--	--	--
14	FLOODWAY	3.2	--	--	--
15	FLOODWAY	3.3	--	--	--
CIRCULATION		5.3	--	--	--
NON-RESIDENTIAL SUB-TOTAL		41.4	--	--	--

PROJECT TOTAL		72.5	--	2.3	168
----------------------	--	-------------	----	------------	------------

SEWER LIFT STATION* LANDSCAPED GREENBELTS**

* Location of Sewer Lift Station is conceptual and subject to change.
** Landscaped Greenbelts are 10' minimum; acreage is included in adjacent Planning Area.

Source(s): ESRI, Nearthmap Imagery (2017), RCLMA (2018)

Figure 2-5



- **Recreational (Park).** Two park sites are proposed within Planning Areas 8 and 10 on a total of 8.3 acres and would accommodate both passive and active recreational uses. Access to both park sites would be provided via B Street and an internal cul-de-sac within adjacent Planning Area 2.
- **Open Space.** A total of 1.3 acres of open space are proposed within Planning Areas 9 and 11 along the northern and southern edges of Stove Pipe Creek. These areas would serve as a buffer between Stove Pipe Creek and adjacent residential uses. Aside from grading and fuel modification, no development is planned within Planning Areas 9 and 11.
- **Public Institutional (Drainage Basin).** Two water quality detention basins are proposed within Planning Areas 12 and 13 on a total of 5.5 acres. The detention basin in Planning Areas 12 would detain and treat flows from the residential uses in Planning Area 1 and a portion of B Street. Planning Area 13 would detain and treat flows from the residential uses in Planning Areas 2 through 6; Streets A, B (portion), E, H, and J; and a portion of the commercial uses in Planning Area 7.
- **Floodway.** A total of 6.5 acres of the site are planned to accommodate floodways within Planning Areas 14 and 15. These planning areas are intended to convey flows from off-site areas that are tributary to Stove Pipe Creek, as well as flows from the proposed on-site recreational and open space areas in Planning Areas 8 through 10. Aside from a planned roadway crossing, no development is planned within Planning Areas 14 and 15.

B. Specific Plan Design Guidelines

The NRSP proposes to establish development standards and design guidelines to provide guidance for future development of the site. Development standards and design guidelines would ensure that development of individual neighborhoods within the NRSP area are consistent with and enhance the quality and development concept for the Project area and would ensure that development of the Project would respect surrounding off-site land uses. Furthermore, the NRSP would establish a Phasing Plan to provide for appropriate phased development of the proposed land uses within the NRSP area.

The Design Guidelines propose elements that define the design concept, physical character, and visual theme of the proposed community. Principal components of the Design Guidelines are the Architectural Design Guidelines and Landscape Design Guidelines, as summarized below.

The Architectural Design Guidelines address site planning and architectural elements of the residential neighborhoods. Specific elements and considerations of the built environment addressed within the Architectural Design Guidelines include: site planning and building layout; building mass and scale; architectural theme and details; and building materials and color.

The Landscape Design Guidelines provide revised landscape principles and standards to ensure that plant materials, streetscapes, monumentation, community walls/fences, parks, trails, and other amenities are compatible with the community's design theme. Additionally, the Landscape Design Guidelines establish

a water-efficient plant palette and provides principles for the design of an efficient irrigation system to conserve water resources.

For a detailed description of the proposed design guidelines, please refer to the Design Guidelines Section (Section IV) of the NRSP. The NRSP is herein incorporated by reference pursuant to CEQA Guidelines § 15150 and available to the public for review at the City of Lake Elsinore Planning Division; 130 South Main Street; Lake Elsinore, CA 92530.

C. Master Circulation Plan

The NRSP proposes to establish a hierarchical circulation system, as illustrated on Figure 2-6, *Conceptual Vehicular Circulation Plan*, and Figure 2-7, *Roadway Cross-Sections*. The NRSP proposes the realignment of Nichols Road in order to accommodate future improvements to this roadway to an Urban Arterial standard. In addition, the NRSP proposes the construction of a north/south connection between Nichols Road and the existing north/south-aligned portion of El Toro Road, which would create two new intersections at Nichols Road and El Toro Road. Provided below is a brief description of the Conceptual Vehicular Circulation Plan facilities.

- **Nichols Road** is aligned in an east-west orientation along the northern Project boundary and a portion of the road would be realigned approximately 60 feet northerly of the currently planned alignment. Access to the Project site from Nichols Road is proposed via two entrances (Streets A and B). The City of Lake Elsinore General Plan Circulation Element calls for Nichols Road to be improved as an Urban Arterial with an ultimate right-of-way (ROW) of 120 feet. As planned by the NRSP, and in conformance with the General Plan, this roadway ultimately would include a ROW of 120 feet, with 82 feet of drive aisles, a 14-foot center median/left turn lane, 12-foot wide parkways with 6-foot curb-adjacent sidewalks on both sides of the road, and a 6-foot Class II bike lane in each direction. It should be noted that the Project only would construct half-width improvements to Nichols Road along the Project's frontage, and would provide for 48 feet of drive lanes, a six-foot wide curb-adjacent sidewalk within a 12-foot landscaped parkway, and an asphalt and concrete berm along the northern edge of the proposed improvements. As proposed by the Project, a transition would be constructed between planned improvements along most of the Project's frontage and the existing improved section of roadway adjacent to Planning Areas 2 and 10. Improvements to the northern edge of Nichols Road and east of the site would occur by others in the future.
- **El Toro Road** is aligned in a north/south orientation south of the Project site, and curves into an east-west alignment near the southeast Project boundary. The City of Lake Elsinore General Plan classifies this road as a Local Road with an ultimate ROW of 60 feet. The Project would construct improvements to the western edge of El Toro Road along the Project's frontage to provide for an additional 13 feet of drive aisles and a 10-foot parkway.
- **Wood Mesa Court** occurs along the eastern boundary of the Project site, north of the 90-degree curve in El Toro Road. Wood Mesa Court is not a General Plan Circulation Element Roadway. The Project proposes to improve the western edge of Wood Mesa Court, on site, and

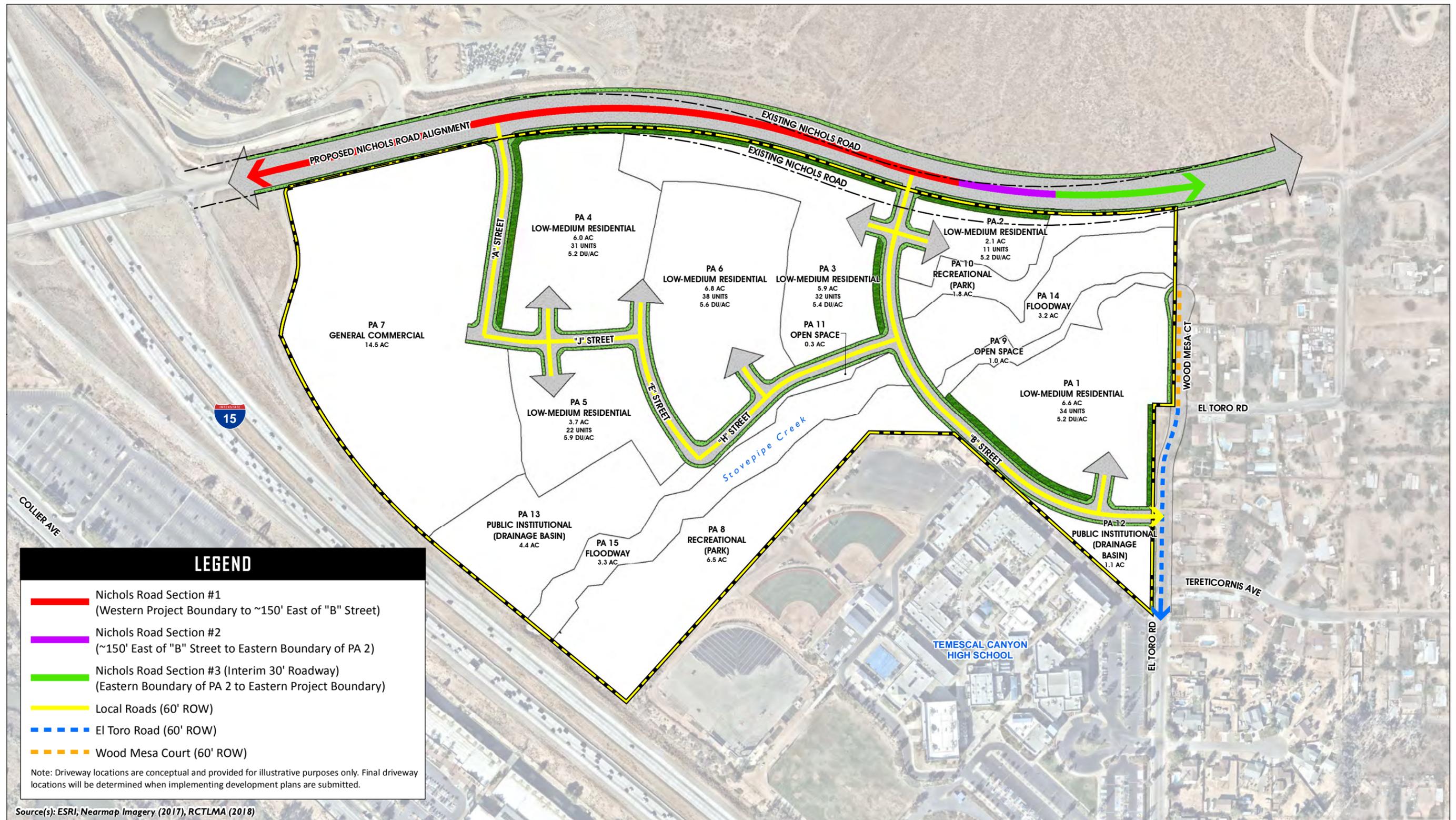
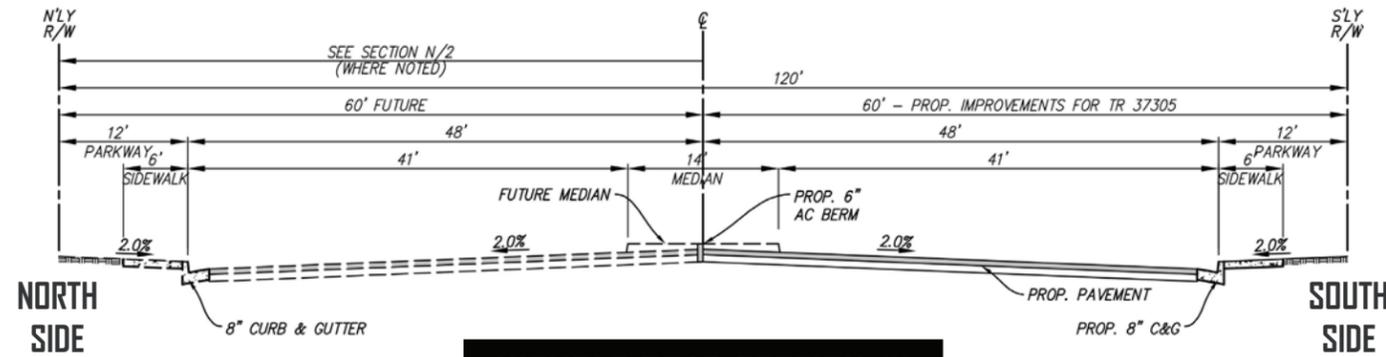


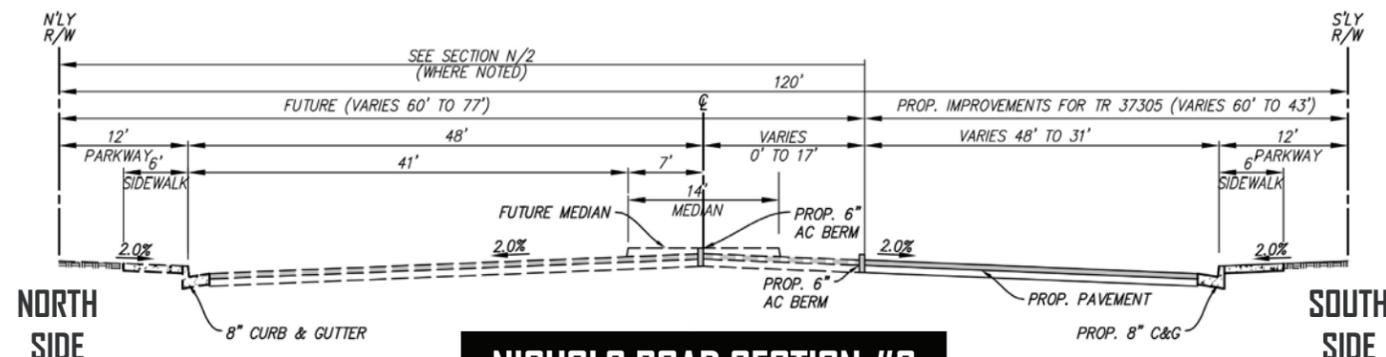
Figure 2-6





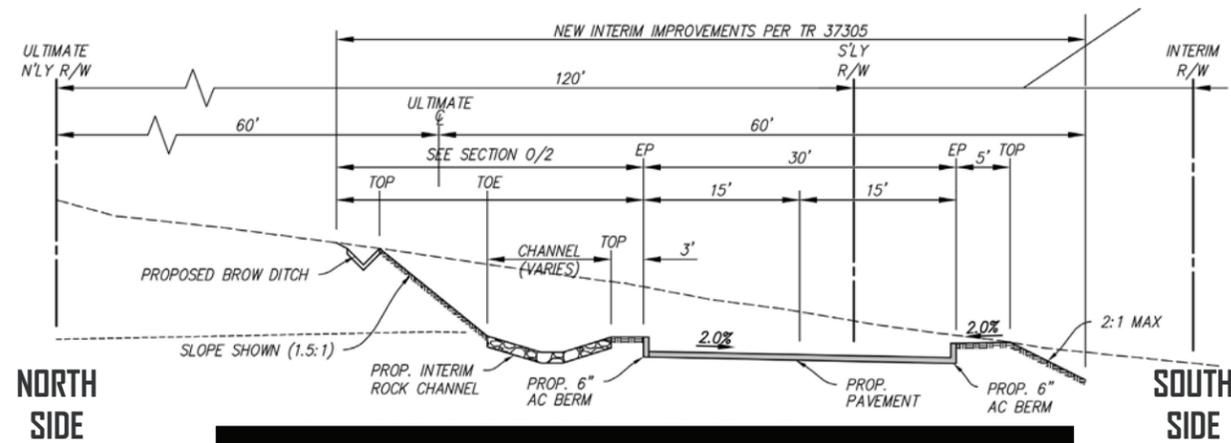
NICHOLS ROAD SECTION #1

(WESTERN PROJECT BOUNDARY TO ~150' EAST OF "B" STREET)



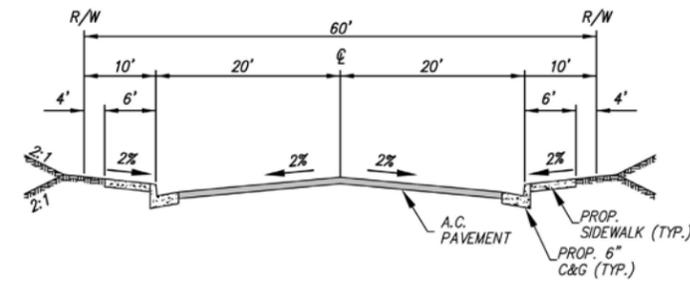
NICHOLS ROAD SECTION #2

(~150' EAST OF "B" STREET TO EASTERN EDGE OF PA 2)

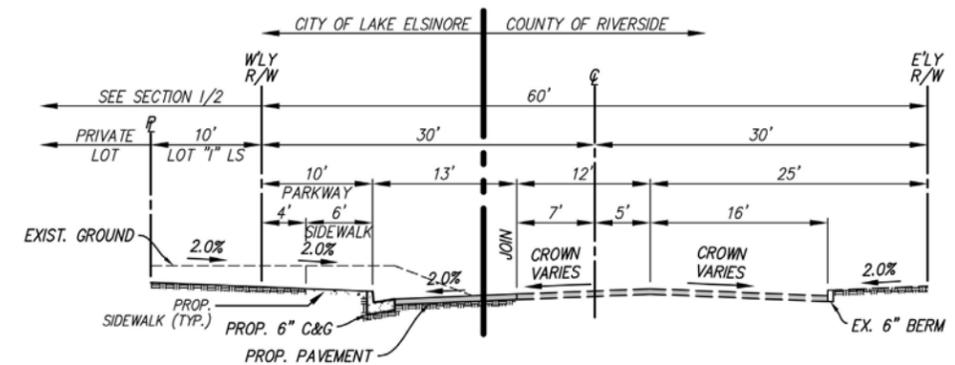


NICHOLS ROAD SECTION #3 (INTERIM 30' ROADWAY)

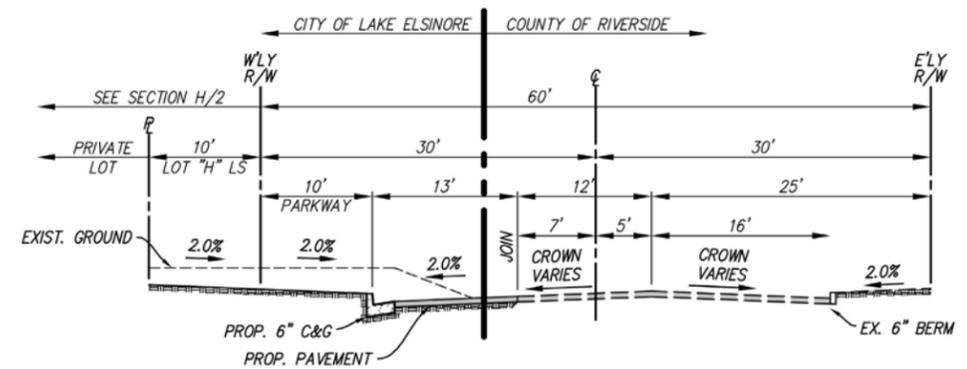
(EASTERN EDGE OF PA 2 TO EASTERN PROJECT BOUNDARY)



LOCAL ROADS (60' ROW)



EL TORO ROAD (60' ROW)



WOOD MESA CT (60' ROW)

Source(s): K&A Engineering, Inc. (03-05-2018)

Figure 2-7

would provide for an additional 13 feet of drive aisles and a ten-foot wide parkway. It should be noted that no improvements are proposed to the portion of Wood Mesa Court that traverses Stovepipe Creek.

- **Local Streets** are proposed throughout the Project site to provide access to the residential, commercial, and recreational uses proposed on site. Streets A, B, E, H, and J would serve as the primary backbone local roadways, while additional local roadways would be constructed within the individual residential planning areas. Local Streets would be public facilities and would have a total ROW of 60 feet, with 40 feet of drive aisles and ten-foot parkways on each side with six-foot wide curb-adjacent sidewalks.

D. Proposed Drainage Plan

The conceptual drainage system for the proposed Project is illustrated on Figure 2-8, *Conceptual Master Drainage Plan*. As shown, the Project proposes to create three primary drainage areas. Drainage Area A would encompass residential Planning Areas 2, 3, 4, 5, and 6, a portion of the commercial site in Planning Area 7, Nichols Road (adjacent to the site), and Streets A, B (portion), E, H, and J, and would convey runoff to the detention/water quality basin proposed in Planning Area 13. Following water quality treatment and detention, runoff from Drainage Area A would be conveyed to Stove Pipe Creek and through the 6' x 14' culvert beneath I-15. Drainage Area B would encompass the residential uses in Planning Area 1 and a portion of B Street and would convey runoff to the detention/water quality basin proposed in Planning Area 12. Following water quality treatment and detention, flows from Planning Area 12 would be conveyed to existing storm water drainage facilities within El Toro Road. Drainage Area C would encompass most of the commercial site in Planning Area 7. Under interim conditions, prior to development of Planning Area 7 but following mass grading of the site, runoff would be discharged to the water quality/detention basin in Planning Area 13. Following development of Planning Area 7, flows would be bifurcated with the "first flush" flows being conveyed to the water quality/detention basin in Planning Area 13, and the remaining flows being conveyed to two separate culverts under the I-15. Drainage from the site ultimately would confluence west of I-15, and ultimately would discharge the Temescal Canyon Reach, and eventually to the Santa Ana River.

E. Proposed Water Plan

Domestic water service would be provided to the Project site by the Elsinore Valley Municipal Water District (EVMWD). The Project's future potable water demand would be met by EVMWD via an existing supply of water from the use of purchased or imported water, groundwater, and surface water. The extension of the potable water system would require the construction of transmission pipelines in order to provide an adequate level of service. The potable water system would provide a sufficient supply during peak periods including fire suppression flows. As shown on Figure 2-9, *Conceptual Water Plan*, water service to the Project site would be provided via two points of connection to existing 16-inch water lines located within Nichols Road and El Toro Road. The water lines within Nichols Road would transition from a 16-inch water line from the existing point of connection to a 12-inch line west of proposed "B" Street. An additional 16-inch water line would be constructed in "B" Street on site to connect to the existing 16-inch water main in El Toro Road. 8-inch water lines would be constructed in other local roadways on site, creating a looped water system between the existing and proposed 12- and 16-inch water lines proposed in Nichols Road and the existing 16-inch line in El Toro Road.

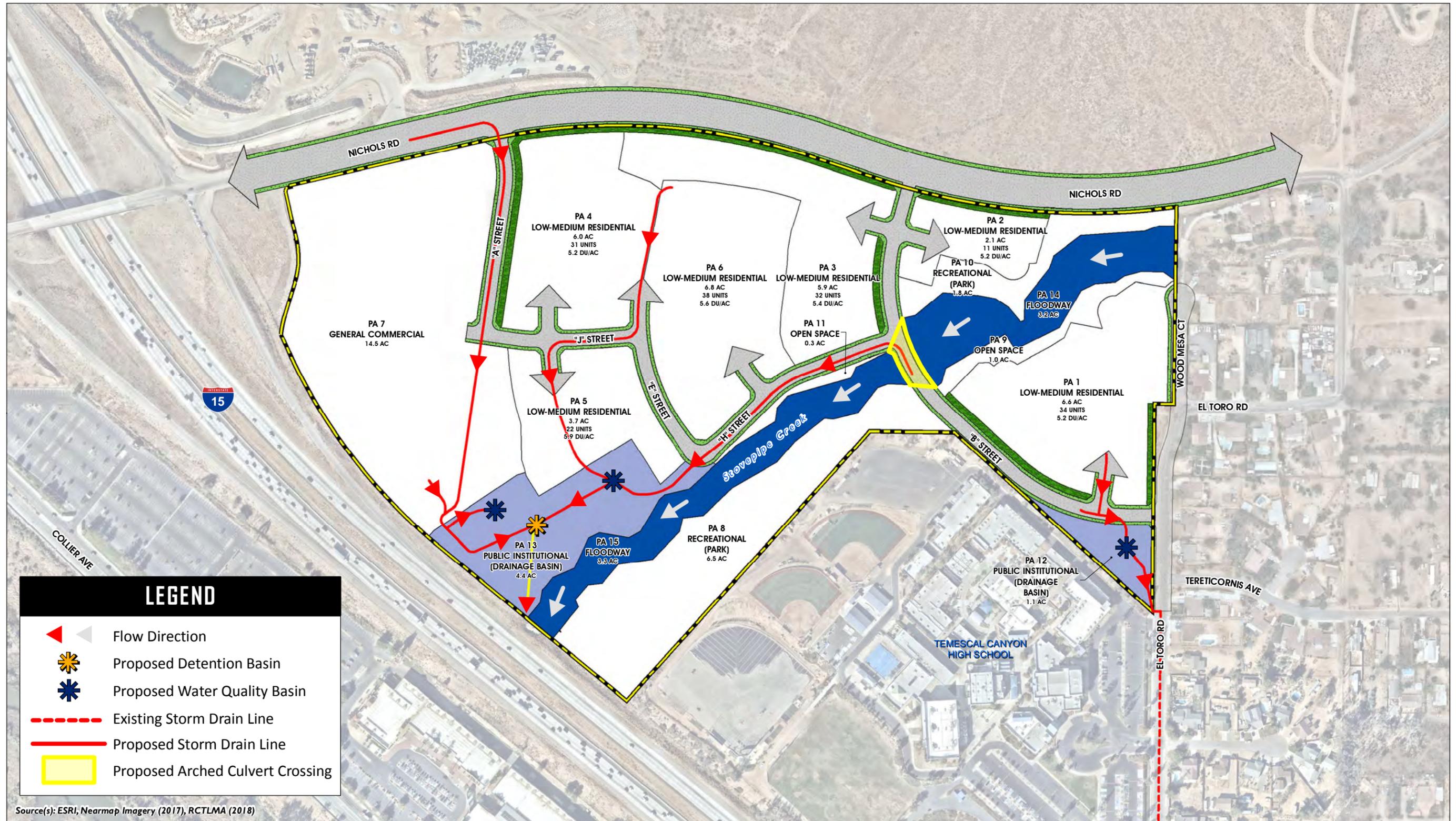


Figure 2-8



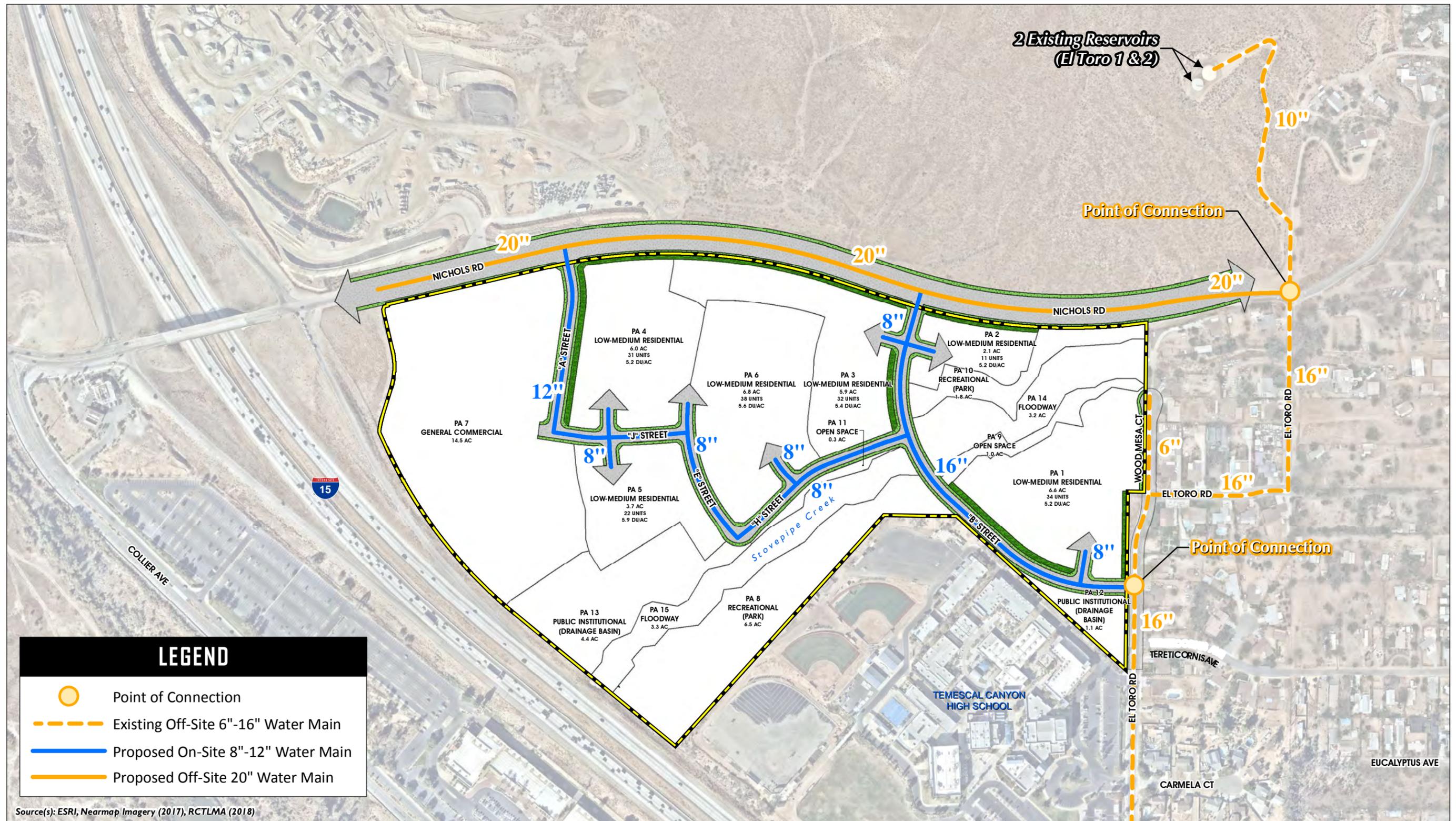


Figure 2-9



F. Proposed Sewer Plan

EVMWD also would provide sewer services to the Project site. Wastewater generated from the Project site would be treated by EVWD at its Regional Water Reclamation Facility. The Project proposes two alternatives to provide service to the Project site. As shown on Figure 2-10, *Conceptual Sewer Plan (Option #1)*, the first alternative (Option #1) proposes to convey flows from the portions of the site north of Stovepipe Creek towards a proposed sewer lift station within the proposed commercial site in Planning Area 7 via 8-inch sewer lines. Flows would then be conveyed via an 8-inch force main within “J” Street, “E” Street, and “H” Street to “B” Street, where flows would be conveyed south to a proposed 8-inch gravity sewer within “B” Street, located near the southern boundary of Planning Area 1. Flows would then be combined with flows from Planning Area 1 and conveyed through an off-site 8-inch sewer line proposed in El Toro Road towards an existing 8-inch sewer main that conveys flows to the south.

As indicated on Figure 2-11, *Conceptual Sewer Plan (Option #2)*, under the second alternative (Option #2), sewer flows from the portions of the site located north of Stovepipe Creek would be conveyed via proposed 8-inch sewer lines towards the southwest corner of the proposed commercial site in Planning Area 7. A new 12-inch sewer line would be constructed beneath I-15 using jack and bore construction and would connect to an existing 12-inch sewer main in Collier Avenue. Flows would combine with existing flows and would be conveyed to an existing sewer lift station located in the southern portions of the existing outlet mall. Flows then would travel via an existing 10-inch force main to an existing 18-inch sewer main located within Collier Avenue, near the intersection of Riverside Drive and Collier Avenue.

All sewer flows from the Project site would be conveyed to the EVMWD Regional Water Reclamation Facility, located 1.4 miles south of the Project site.

G. Recreation Plan

The NRSP proposes a planned system of parks and trails within Planning Areas 8 and 10 to provide residents with convenient access to a variety of outdoor recreation (both passive and active) and social activities. Conceptual park plans for individual recreational Planning Areas 7 and 8 are provided in the NRSP. Recreational uses within Planning Area 8 would include passive recreational amenities such as a tot lot, trails, benches, and open turf areas. Recreational uses within Planning Area 10 would consist of passive uses such as trails and open play areas.

H. Grading Plan

As shown in Figure 2-12, *Conceptual Grading Plan*, the NRSP contains a grading plan, which conceptually establishes the development pads, provides for appropriate site drainage, accommodates necessary utility infrastructure, and details cut and fill quantities. The proposed grading to implement the Project would require approximately 198,000 cubic yards (cy) of cut material and 217,000 cy of fill material, requiring the import of approximately 56,200 cy of earthwork material. Soil export materials would be imported from the Nichols North mining site, which is located directly north of the Project site, north of Nichols Road. All slopes within TTM 37305 are designed at 2:1 (horizontal: vertical) or flatter. Retaining walls are proposed adjacent to Nichols Road and Lots 44 through 80, 88 through 89, and 142 through 143, and would be constructed at a maximum height of six feet (adjacent to Lot 142 and proposed Street H).

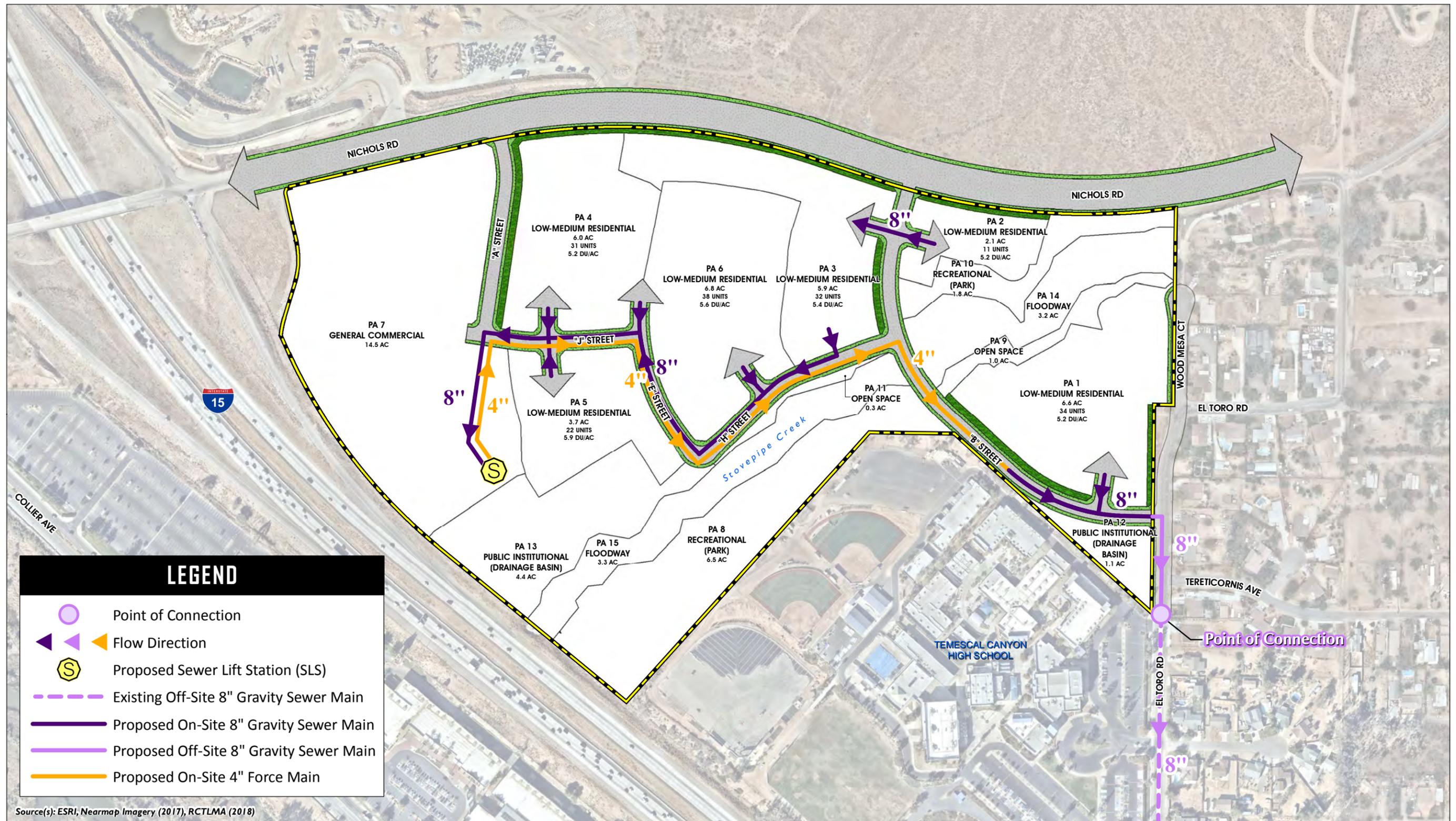


Figure 2-10



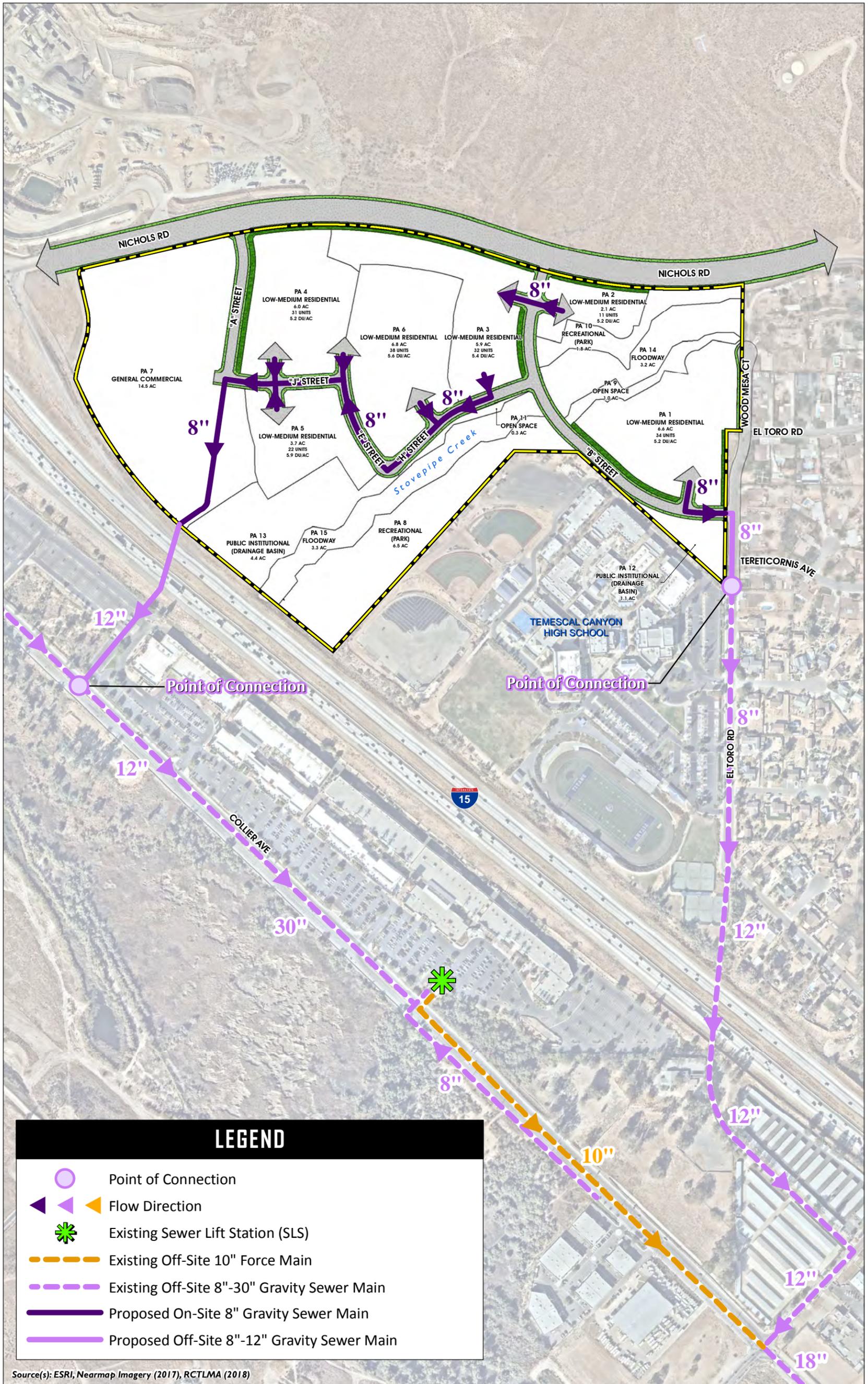


Figure 2-11



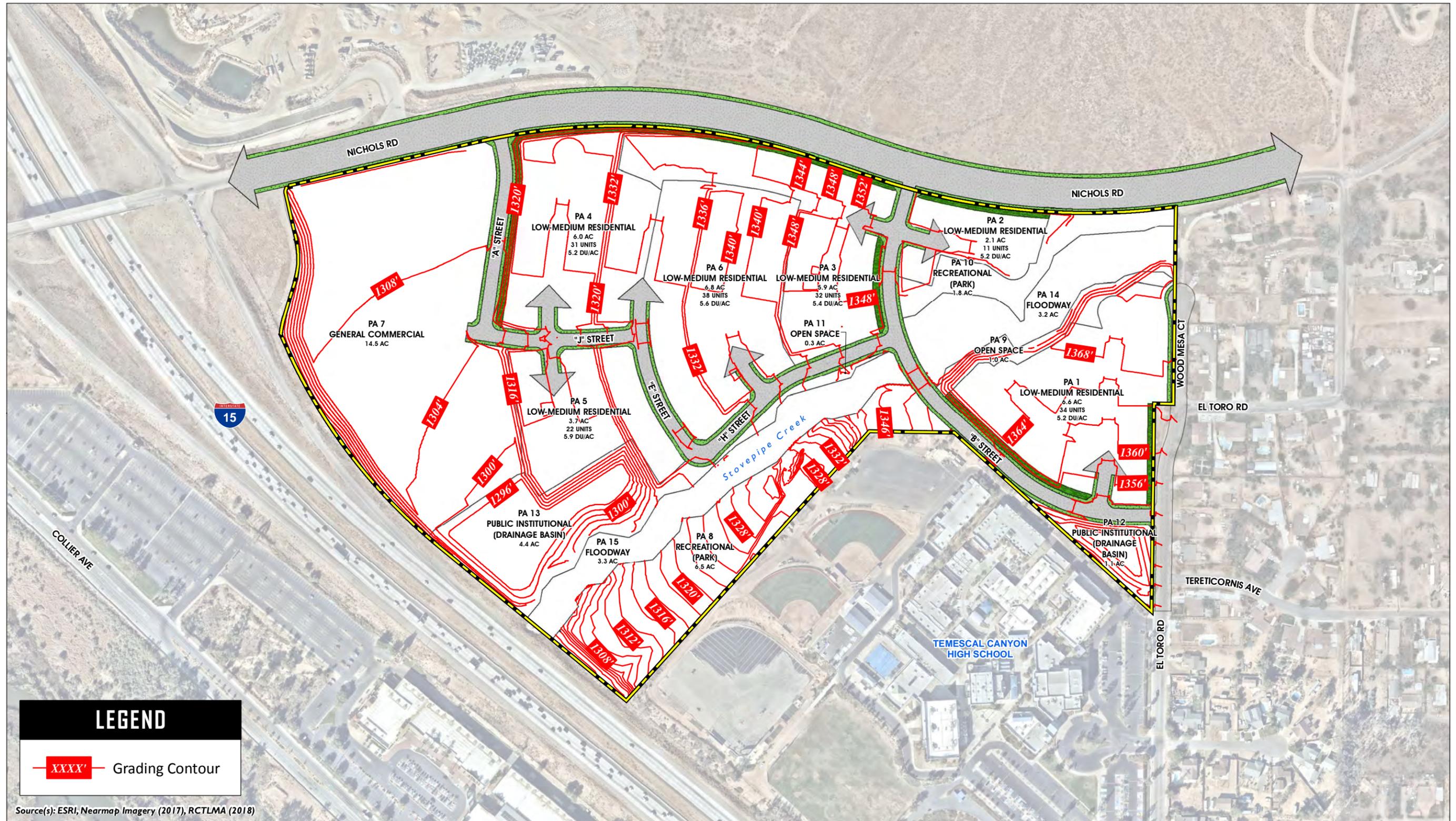


Figure 2-12



2.4.4 ZONE CHANGE No. 2018-01 (ZC No. 2018-01)

Zone Change No. 2018-01 (ZC No. 2018-01) is proposed to change the zoning designation on the southern 27.1 acres of the site from “Commercial Mixed Use (CMU)” to “Nichols Ranch Specific Plan.” ZC No. 2018-01 also would change the zoning designation of the northern 45.4 acres of the site from “Alberhill Ranch Specific Plan” to “Nichols Ranch Specific Plan.” Additionally, ZC No. 2018-01 would establish allowable uses and development standards for the 72.5-acre NRSP area.

2.4.5 TENTATIVE PARCEL MAP No. 37465 (TPM No. 37465)

As shown on Figure 2-13, *Tentative Parcel Map No. 37465*, Tentative Parcel Map No. 37465 (TPM 37465) is proposed to consolidate parcels for conveyance purposes, and to adjust lot lines to accommodate ultimate (i.e., long-range) improvements to Nichols Road. TPM 37465 would affect the Project site as well as the property located north of and adjacent to Nichols Road. TPM 37465 would consolidate the existing seven parcels (two parcels north of Nichols Road and five parcels south of Nichols Road) into four separate parcels, with two parcels on each side of Nichols Road. The two parcels proposed north of Nichols Road would comprise 94.5 acres and 66.1 acres, for a total of 160.6 acres. Within the Project site, TPM 37465 would establish two separate parcels, with one of the proposed parcels comprising 14.4 net acres and encompassing the proposed commercial areas on site, and the second parcel encompassing the remaining 58.1 acres of the Project site. Additionally, TPM 37465 would adjust lot lines abutting Nichols Road to accommodate future improvements to this roadway as an Urban Arterial (refer to Figure 2-13).

2.4.6 TENTATIVE TRACT MAP No. 37305 (TTM No. 37305)

As shown on Figure 2-14, *Tentative Tract Map No. 37305*, and as summarized on Table 2-2, *Tentative Tract Map 37305 Land Use Summary*, Tentative Tract Map No. 37305 (TTM 37305) proposes to subdivide an approximately ±72.50-acre site to implement the land uses proposed by the NRSP. TTM 37305 would create 168 residential lots on approximately 22.74 acres; one commercial retail lot on 14.43 acres; a sewer lift station lot on 0.13 acre; a park site lot on 6.49 acres; two water quality/detention basin lots on 5.45 acres; nine (9) landscape lots on 1.45 acres; three (3) open space/landscape lots on 3.04 acres; two (2) open space lots on 6.49 acres; and public streets (Streets A through J) on 12.28 acres. A detailed description of the various land uses that would result from the approval of TTM 37305 is provided below.

Table 2-2 Tentative Tract Map 37305 Land Use Summary

Land Use	Lot Nos.	Acreage
Single Family Residential	I-168	22.74
Neighborhood Commercial	169	14.43
Park Site	171	6.49
Sewer Lift Station	170	0.13
Water Quality/Detention Basins	A and B	5.45
Landscape Lots	C through K	1.45
Open Space/Landscape Lots	L through N	3.04
Open Space	O and P	6.49
Public Streets	N/A	12.28
Totals:	--	72.50

TENTATIVE PARCEL MAP NO. 37465

FOR CONVEYANCE PURPOSES ONLY IN THE CITY OF LAKE ELSINORE

EASEMENT AND RIGHT OF WAY NOTES:

2. EASEMENTS FOR DITCHES AND PIPELINES, IN FAVOR OF THE TEMESCAL WATER COMPANY, RECORDED ON AUGUST 6, 1995 PER A DOCUMENT RECORDED IN BOOK 31, PAGE 364 OF RECORDS.
 - NOT PLOTTED - INDETERMINATE FROM RECORD
5. AGREEMENT TO ESTABLISH CONVEYANCE AND EASEMENT SERVICELINES BETWEEN ADJACENT LANDOWNERS, PER A DOCUMENT RECORDED ON DECEMBER 21, 1991 AS INSTRUMENT NO. 234928.
 - NOT PLOTTED - INDETERMINATE FROM RECORD
- AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT FOR DRAINAGE AND SLOPE PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE, RECORDED ON JANUARY 11, 1981, PER INSTRUMENT NO. 5623 OF OFFICIAL RECORDS.
- RESERVATION OF EASEMENTS AND RIGHTS NECESSARY TO MAINTAIN, OPERATE, REPLACE, REMOVE, OR REPAIR IN-PLACE PUBLIC UTILITY FACILITIES, RECORDED ON FEBRUARY 6, 2013 PER THE VACATION OF A PORTION OF NICHOLS ROAD RECORDED AS INSTRUMENT NO. 0011-01057 OF OFFICIAL RECORDS.
 - TO BE VACATED / ABANDONED PER PARCEL MAP 37465.
- EASEMENT FOR PUBLIC RIGHTS OF WAY AND PUBLIC UTILITY PURPOSES, IN FAVOR OF THE CITY OF LAKE ELSINORE, RECORDED ON MARCH 6, 2013 PER INSTRUMENT NO. 2013-010963 OF OFFICIAL RECORDS.
 - TO BE VACATED / ABANDONED PER PARCEL MAP 37465.
- EASEMENT FOR FUTURE CALTRANS MEETING / IN FAVOR OF THE CITY OF LAKE ELSINORE, RECORDED ON DECEMBER 20, 2013 PER INSTRUMENT NO. 2013-009082.
- EASEMENT FOR POLE LINES AND / OR CONDUITS, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED ON DECEMBER 31, 1988 PER INSTRUMENT NO. 127429 OF OFFICIAL RECORDS.
- EASEMENT FOR ROAD AND UTILITY PURPOSES, IN FAVOR OF MARY ELIZABETH CUMMINGS, RECORDED ON NOVEMBER 16, 1998 PER INSTRUMENT NO. 111516 OF OFFICIAL RECORDS.
- EASEMENT FOR ROAD AND UTILITY PURPOSES, IN FAVOR OF THE CITY OF LAKE ELSINORE, RECORDED ON DECEMBER 31, 1988 PER INSTRUMENT NO. 127429 OF OFFICIAL RECORDS.
- EASEMENT TO THE CITY OF LAKE ELSINORE FOR ROADWAY PURPOSES TO BE DEDICATED PER PARCEL MAP 37465 ENCOMPASSING THE EXISTING INTERM ROADWAY IMPROVEMENTS FOR NICHOLS ROAD.
 - THIS EASEMENT WILL BE ABANDONED BY THE CITY OF LAKE ELSINORE ONCE THE ULTIMATE SOUTH ONE-HALF MILE IMPROVEMENTS FOR NICHOLS ROAD SHOWN ON TM 37305 ARE ACCEPTED BY THE CITY.
- EASEMENT TO THE CITY OF LAKE ELSINORE FOR ROADWAY PURPOSES TO BE DEDICATED PER PARCEL MAP 37465 ENCOMPASSING THE EXISTING INTERM ROADWAY IMPROVEMENTS FOR NICHOLS ROAD.
 - THIS EASEMENT WILL BE ABANDONED BY THE CITY OF LAKE ELSINORE ONCE THE ULTIMATE SOUTH ONE-HALF MILE IMPROVEMENTS FOR NICHOLS ROAD SHOWN ON TM 37305 ARE ACCEPTED BY THE CITY.
- EASEMENT TO THE CITY OF LAKE ELSINORE FOR ROADWAY PURPOSES TO BE DEDICATED PER PARCEL MAP 37465 ENCOMPASSING THE EXISTING INTERM ROADWAY IMPROVEMENTS FOR NICHOLS ROAD.
 - THIS EASEMENT WILL BE ABANDONED BY THE CITY OF LAKE ELSINORE ONCE THE INTERM 2-LANE ROADWAY IMPROVEMENTS FOR TM 37305 ARE ACCEPTED BY THE CITY.
- NICHOLS ROAD, 100 FEET WIDE, TO BE DEDICATED TO THE CITY OF LAKE ELSINORE FOR PUBLIC RIGHT OF WAY AND PUBLIC UTILITY PURPOSES PER PARCEL MAP 37465.

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LAKE ELSINORE, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1 (APN 399-210-036, 399-210-037)
 PARCEL 1 OF LOT LINE ADJUSTMENT NO. 12-1173, IN THE CITY OF LAKE ELSINORE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDED MARCH 06, 2013 AS INSTRUMENT NO. 2013-011976 OF OFFICIAL RECORDS.

PARCEL 2 (APN 399-210-038)
 PORTIONS OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER, GOVERNMENT LOTS 3, 4, 5, AND 6 OF FRACTIONAL SECTION 25, TOWNSHIP 5 SOUTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN 17910, NEARLY THE EAST LINE OF SAID SECTION 25, AS SHOWN ON THE MAP RECORDED AS INSTRUMENT NO. 2013-011976 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:
 BEGINNING AT AN ANGLE POINT ON THE EAST LINE OF SAID SECTION 25, NORTH 0°44'44" EAST A DISTANCE OF 794.84 FEET FROM THE INTERSECTION OF SAID EAST LINE AND THE NORTHERLY LINE OF SAID LAND CONVEYED TO THE STATE OF CALIFORNIA, THENCE NORTH 47°37'00" EAST A DISTANCE OF 270.18 FEET TO THE NORTH LINE OF SAID GOVERNMENT LOTS 3, 4, 5, AND 6, AND SAID NORTHEAST QUARTER OF THE SOUTHWEST QUARTER, THENCE NORTH 89°09'17" WEST 609.91 FEET WEST ALONG SAID NORTH LINE, A DISTANCE OF 1079.00 FEET TO THE NORTHERLY LINE OF SAID LAND CONVEYED TO THE STATE OF CALIFORNIA, THENCE SOUTH 47°37'00" EAST A DISTANCE OF 1322.60 FEET TO THE MOST WESTERN CORNER OF PARCEL 2, THENCE NORTH 42°07'30" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 2, A DISTANCE OF 712.30 FEET TO SAID POINT "P" OF THE POINT OF BEGINNING.
 EXCEPT ONE-THIRD OF ALL OIL, MINERAL AND OTHER HYDROCARBON SUBSTANCES UNDER AND IN SAID LAND, TOGETHER WITH RIGHT OF SURFACE ENTRY TO PROSPECT FOR AND REMOVE ABOVE MENTIONED AS CONTAINED IN THE DEED FROM DAVID E. HOOK, AN UNARMED WOMAN, WHO ACQUIRED TITLE AS DAVID TOWMAN, AN UNARMED WOMAN, RECORDED JANUARY 03, 1957 AS INSTRUMENT NO. 63333, IN BOOK 2008, PAGE 26, OF OFFICIAL RECORDS.

PARCEL 3A
 AN EASEMENT FOR ROAD AND UTILITIES ALONG THE NORTHERLY 30.00 FEET OF PARCEL 1 AND PARCEL 2 OF RECORD OF SURVEY IN BOOK 68, PAGE 18 OF RECORDS OF SURVEY.

PARCEL 3 (APN 399-210-032)
 PORTIONS OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER, GOVERNMENT LOTS 3, 4, 5, AND 6 OF FRACTIONAL SECTION 25, TOWNSHIP 5 SOUTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN 17910, NEARLY THE EAST LINE OF SAID SECTION 25, AS SHOWN ON THE MAP RECORDED AS INSTRUMENT NO. 2013-011976 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT ON THE EAST LINE OF SAID SECTION 25, NORTH 0°44'44" EAST A DISTANCE OF 794.84 FEET FROM THE INTERSECTION OF SAID EAST LINE AND THE NORTHERLY LINE OF SAID LAND CONVEYED TO THE STATE OF CALIFORNIA, THENCE NORTH 47°37'00" EAST A DISTANCE OF 270.18 FEET TO THE NORTH LINE OF SAID GOVERNMENT LOTS 3, 4, 5, AND 6, AND SAID NORTHEAST QUARTER OF THE SOUTHWEST QUARTER, THENCE SOUTH 89°09'17" WEST 609.91 FEET WEST ALONG SAID NORTH LINE, A DISTANCE OF 1112.16 FEET TO THE EAST QUARTER CORNER OF SAID SECTION 25, THENCE SOUTH 0°44'44" WEST ALONG THE EAST LINE OF SAID SECTION 25, A DISTANCE OF 1418.16 FEET TO THE POINT OF BEGINNING.
 EXCEPT THAT PORTION CONVEYED TO THE ELSHORE UNION HIGH SCHOOL, RECORDED ON JUNE 18, 1987 AS INSTRUMENT NO. 87-17026, OF OFFICIAL RECORDS.
 ALSO EXCEPT ONE-THIRD OF ALL OIL, MINERAL AND OTHER HYDROCARBON SUBSTANCES UNDER AND IN SAID LAND, TOGETHER WITH RIGHT OF SURFACE ENTRY TO PROSPECT FOR AND REMOVE ABOVE MENTIONED AS CONTAINED IN THE DEED FROM DAVID E. HOOK, AN UNARMED WOMAN, WHO ACQUIRED TITLE AS DAVID TOWMAN, AN UNARMED WOMAN, RECORDED JANUARY 03, 1957 AS INSTRUMENT NO. 63333, IN BOOK 2008, PAGE 26, OF OFFICIAL RECORDS.

PARCEL 3A
 AN EASEMENT FOR ROAD AND UTILITIES ALONG THE NORTHERLY 30.00 FEET OF PARCEL 1 AND PARCEL 2 OF RECORD OF SURVEY IN BOOK 68, PAGE 18 OF RECORDS OF SURVEY.

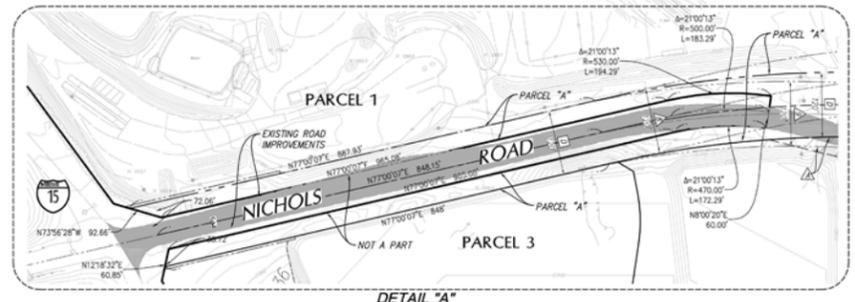
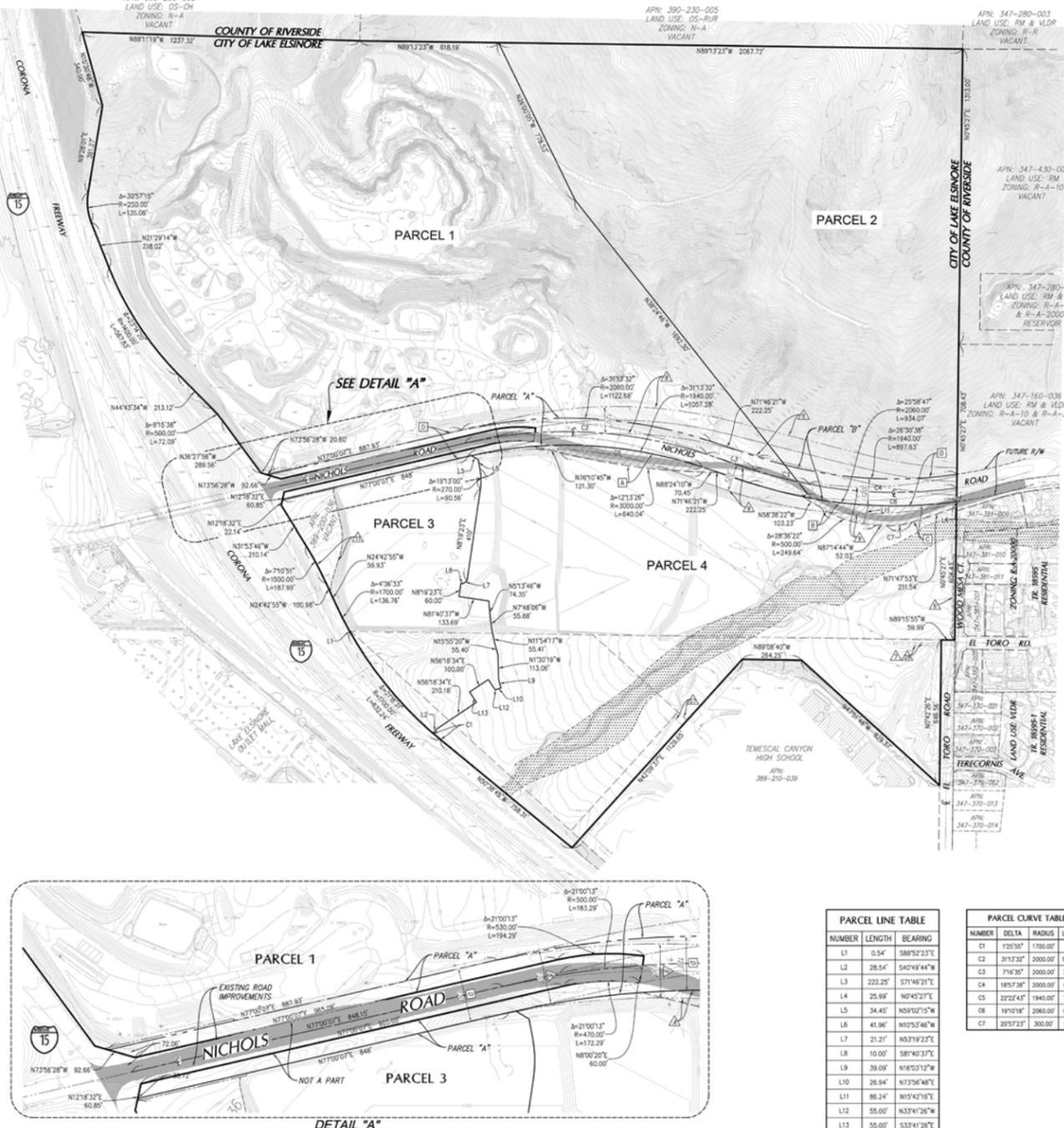
PARCEL 4 (APN 399-210-035)
 THOSE PORTIONS OF GOVERNMENT LOTS 3, 4, 5, AND 6 AND THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER AS CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED AUGUST 26, 1955 AS INSTRUMENT NO. 50274, IN BOOK 1708, PAGE 136 OF OFFICIAL RECORDS, SAID COUNTY AND THE PORTION OF GOVERNMENT LOT 3, 4, 5 AND 6 AS CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED FEBRUARY 11, 1956 AS INSTRUMENT NO. 17733, IN BOOK 1968, PAGE 86 OF OFFICIAL RECORDS, SAID COUNTY, ALL IN FRACTIONAL SECTION 25, TOWNSHIP 5 SOUTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF DESCRIBED AS A WHOLE AS FOLLOWS:
 BEGINNING AT AN ANGLE POINT ON THE NORTHERLY RIGHT OF WAY LINE OF OLD STATE HIGHWAY ROUTE 71, SAID ANGLE POINT BEING AT THE NORTHERLY TERMINUS OF THAT CERTAIN CURVE DESCRIBED AS "NORTH 47°37'00" WEST 1030.00 FEET IN SAID DEED RECORDED IN AUGUST 26, 1955 AS INSTRUMENT NO. 50274, IN BOOK 1708, PAGE 136 OF OFFICIAL RECORDS, THENCE ALONG SAID NORTHERLY LINE NORTH 57°47'47" WEST 574.74 FEET, THENCE SOUTHWEST ALONG SAID NORTHERLY LINE NORTH 47°37'00" WEST 2,064.47 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHEASTWARD AND HAVING A RADIUS OF 1,030.00 FEET, THENCE SOUTHWEST ALONG SAID CURVE FROM A TANGENT BEARING OF NORTH 29°39'40" EAST THROUGH AN ANGLE OF 27°38'20" A DISTANCE OF 842.39 FEET, THENCE SOUTH 50°07'30" EAST 1,406.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTWARD AND HAVING A RADIUS OF 2,500 FEET, THENCE SOUTHWEST ALONG SAID CURVE THROUGH AN ANGLE OF 67°07'30" A DISTANCE OF 1,323.71 FEET, THENCE SOUTH 57°47'47" EAST 849.00 FEET TO SAID NORTHERLY LINE, THENCE ALONG SAID NORTHERLY LINE 47°07'30" WEST 85.81 FEET TO THE POINT OF BEGINNING.
 EXCEPT THAT PORTION CONVEYED TO THE ELSHORE UNION HIGH SCHOOL, BY DEED RECORDED ON JUNE 18, 1987 AS INSTRUMENT NO. 87-17026, OF OFFICIAL RECORDS.
 ALSO EXCEPT ONE-THIRD OF ALL OIL, MINERAL AND OTHER HYDROCARBON SUBSTANCES UNDER AND IN SAID LAND, TOGETHER WITH RIGHT OF SURFACE ENTRY TO PROSPECT FOR AND REMOVE ABOVE MENTIONED AS CONTAINED IN THE DEED FROM DAVID E. HOOK, AN UNARMED WOMAN, WHO ACQUIRED TITLE AS DAVID TOWMAN, AN UNARMED WOMAN, RECORDED JANUARY 03, 1957 AS INSTRUMENT NO. 63333, IN BOOK 2008, PAGE 26, OF OFFICIAL RECORDS.

PARCEL 5 (APN 399-210-034)
 PARCEL 2 AS SHOWN ON RECORD OF SURVEY RECORDED FEBRUARY 24, 1986 IN BOOK 68, PAGE 18 OF RECORDS OF SURVEY, RECORD OF RIVERSIDE COUNTY, CALIFORNIA.
 EXCEPT THAT PORTION CONVEYED TO THE ELSHORE UNION HIGH SCHOOL DISTRICT RECORDED ON JUNE 18, 1987 AS INSTRUMENT NO. 87-17026, OF OFFICIAL RECORDS.

PARCEL 6 (APN 399-210-033)
 EXCEPT THAT PORTION CONVEYED TO THE ELSHORE UNION HIGH SCHOOL DISTRICT RECORDED ON JUNE 18, 1987 AS INSTRUMENT NO. 87-17026, OF OFFICIAL RECORDS.

PARCEL 7 (APN 399-210-031)
 PARCEL 1 OF LOT LINE ADJUSTMENT NO. 12-1173, IN THE CITY OF LAKE ELSINORE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDED MARCH 06, 2013 AS INSTRUMENT NO. 2013-011976 OF OFFICIAL RECORDS.

PARCEL 8 (APN 399-210-030)
 PARCEL 8 OF LOT LINE ADJUSTMENT NO. 12-1173, IN THE CITY OF LAKE ELSINORE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDED MARCH 06, 2013 AS INSTRUMENT NO. 2013-011976 OF OFFICIAL RECORDS.



PARCEL LINE TABLE		
NUMBER	LENGTH	BEARING
L1	0.54'	S89°52'23"E
L2	28.54'	S42°49'44"W
L3	222.25'	S71°45'21"E
L4	25.99'	N0°45'27"E
L5	34.45'	S59°12'15"W
L6	41.90'	N07°53'46"W
L7	21.21'	N53°19'23"E
L8	10.00'	S81°40'37"E
L9	39.09'	N46°03'12"W
L10	26.84'	N73°56'40"E
L11	86.24'	N93°42'16"E
L12	55.00'	N33°47'26"W
L13	55.00'	S33°47'26"E

PARCEL CURVE TABLE			
NUMBER	DELTA	RADIUS	LENGTH
C1	175°34'	1700.00'	43.48'
C2	317°32'	2000.00'	1089.98'
C3	79°30'	2000.00'	253.99'
C4	195°38'	2000.00'	681.89'
C5	222°42'	1940.00'	751.72'
C6	197°08'	2040.00'	689.29'
C7	207°23'	300.00'	108.73'



- GENERAL NOTES**
1. ASSESSORS' PARCEL NUMBERS:
 399-210-031, 399-210-036, 399-210-038, 399-210-039, 399-210-040, 399-210-042, 399-210-044, & 399-210-036
 2. APPROXIMATE AREA:
 GROSS = 234.6 ACRES
 NET = 227.7 ACRES
 3. EXISTING GENERAL PLAN DESIGNATION:
 PARCEL 1 SPECIFIC PLAN (SP) - ALBERNELL RANCH
 PARCEL 2 SPECIFIC PLAN (SP) - ALBERNELL RANCH
 PARCEL 3 SPECIFIC PLAN (SP) - ALBERNELL RANCH & GENERAL COMMERCIAL (GC)
 PARCEL 4 SPECIFIC PLAN (SP) - ALBERNELL RANCH & GENERAL COMMERCIAL (GC)
 4. PROPOSED GENERAL PLAN DESIGNATION:
 PARCEL 1 SPECIFIC PLAN (SP) - ALBERNELL RANCH
 PARCEL 2 SPECIFIC PLAN (SP) - ALBERNELL RANCH
 PARCEL 3 SPECIFIC PLAN (SP) - NICHOLS SOUTH
 PARCEL 4 SPECIFIC PLAN (SP) - NICHOLS SOUTH
 5. EXISTING ZONING:
 PARCEL 1 SPECIFIC PLAN (SP) - ALBERNELL RANCH
 PARCEL 2 SPECIFIC PLAN (SP) - ALBERNELL RANCH
 PARCEL 3 SPECIFIC PLAN (SP) - ALBERNELL RANCH & COMMERCIAL MIXED USE (CM)
 PARCEL 4 SPECIFIC PLAN (SP) - ALBERNELL RANCH & COMMERCIAL MIXED USE (CM)
 6. PROPOSED ZONING:
 PARCEL 1 SPECIFIC PLAN (SP) - ALBERNELL RANCH
 PARCEL 2 SPECIFIC PLAN (SP) - ALBERNELL RANCH
 PARCEL 3 SPECIFIC PLAN (SP) - NICHOLS SOUTH
 PARCEL 4 SPECIFIC PLAN (SP) - NICHOLS SOUTH
 7. PARCEL SUMMARY:
- | PARCEL NO. | PROPOSED USE | GROSS ACREAGE | NET ACREAGE |
|------------|----------------------------|---------------|-------------|
| 1 | OPEN SPACE | 84.2 AC | 84.2 AC |
| 2 | COMMERCIAL (FUTURE) | 15.9 AC | 14.4 AC* |
| 3 | RESIDENTIAL (PHASE/FUTURE) | 58.1 AC | 58.1 AC |
| 4 | NICHOLS ROAD | 4.9 AC | 4.9 AC |
| TOTAL | | 234.6 AC | 228.2 AC* |
- * EXCLUDES 1.47 AC CALTRANS MEETING EASEMENT
8. ADJACENT LAND USES:
 WEST: FREEWAY (INTERSTATE 15)
 WEST: TEMESCAL CANYON HIGH SCHOOL
 EAST: EXISTING RESIDENTIAL NORTH MOUND AND VACANT
 9. PUBLIC STREETS:
 NICHOLS ROAD, LOTS "A" AND "B" TO BE DEDICATED TO THE CITY OF LAKE ELSINORE FOR PUBLIC RIGHT OF WAY AND PUBLIC UTILITY PURPOSES.
 10. THAMES DRAIN:
 PAGE 836, ORDERS A-6, A-7, B-6, B-7, C-6 & C-7, 2007 SAN BERNARDINO & RIVERSIDE EDITION
 11. GEOLOGICAL HAZARDS: PER THE SOILS REPORT BY CHL/TERRACON ON THEIR GEOLOGICAL FAILURES WITHIN THE SITE AND THE SITE IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLOGICAL HAZARDS.
 12. FLOODPLAIN:
 PORTIONS OF THE SITE ARE WITHIN A MAPPED FLOOD PLAN - ZONE "A" PER FEMA FORM PANEL 2008 OF 3858, MAP NUMBER 08052020G.
- PUBLIC UTILITIES / SERVICES**
- SCHOOL DISTRICT: LAKE ELSINORE UNIFIED SCHOOL DISTRICT (951) 253-7000
 ELECTRIC: SOUTHERN CALIFORNIA EDISON COMPANY (909) 653-4555
 GAS: SOUTHERN CALIFORNIA GAS COMPANY (909) 427-2000
 WATER & SEWER: EASTON MUNICIPAL WATER DISTRICT (951) 674-3146
 TELEPHONE: BERKSON (909) 463-3000
 CABLE: THE WIREMAN (909) 932-2253
- LEGEND**
- BOUNDARY
 - PROPOSED PARCEL LINE
 - EXISTING RIGHT OF WAY OF EASEMENT
 - EASEMENT
 - EXISTING PARCEL LINE
 - NEW EASEMENT FOR ROADS/RW PURPOSES
 - EXISTING NICHOLS ROAD IMPROVEMENTS
 - EXISTING 100 YEAR FEMA FLOODPLAIN (STEWENS CANYON CREEK - ZONE "A")

Source(s): K&A Engineering, Inc. (02-20-2018)

Figure 2-13



TENTATIVE PARCEL MAP NO. 37465

- **Single Family Residential.** TTM 37305 proposes to subdivide the property to provide a total of 168 single-family residential lots on 22.74 acres that would range in size from 4,549 s.f. to 9,801 s.f., with an average lot size of 5,896 s.f. Lots 1 through 60 and 152 through 168 are designed to comport with the NRSP's minimum lot size of 4,500 s.f. for Planning Areas 1, 2, and 3, and would range in size from 4,549 s.f. to 8,487 s.f. with an average lot size of 5,674 s.f. Lots 61 through 151 are designed to comport with the NRSP's minimum lot size of 5,000 s.f. for Planning Areas 4, 5, and 6, and would range in size from 5,000 s.f. to 9,801 s.f. with an average lot size of 6,084 s.f.
- **Neighborhood Commercial.** TTM 37305 proposes one commercial lot (Lot 169) in the western portion of the site on 14.43 acres and is intended to implement Planning Area 7 of the NRSP. As proposed by the NRSP, the commercial lot is intended to accommodate a 130-room hotel, 20,900 square feet (s.f.) of restaurant use, 4,400 s.f. of commercial retail uses, an 8,000 s.f. health and fitness club, and a gas station with 16 fueling stations.
- **Park Site.** TTM 37305 proposes one lot for recreation purposes on 6.49 acres in the southern portion of the site along the southern edge of Stove Pipe Creek. This lot implements Planning Area 8 of the NRSP.
- **Water Quality/Detention Basins.** TTM 37305 proposes two (2) lots for water quality/detention basins on-site on a total of 5.45 acres, which would implement Planning Areas 12 and 13 of the NRSP. The water quality/detention basin on Lot A would encompass 4.38 acres and would implement Planning Area 13 of the NRSP in the southwest portion of the site. The water quality/detention basin on Lot B would encompass 1.07 acres and would implement Planning Area 12 of the NRSP in the southeastern portion of the site.
- **Landscape Lots.** TTM 37305 proposes nine (9) lots (Lots C through K) for common area landscaping on 1.45 acres
- **Open Space/Landscape Lots.** TTM 37305 proposes three (3) lots (Lots L through N) for open space and landscaping on 3.04 acres.
- **Open Space.** TTM 37305 proposes two (2) lots (Lots O and P) for open space uses on 6.49 acres.
- **On-Site Public Roadways.** TTM 37305 proposes a total of ten (10) public streets on 12.28 acres (Streets A through J).

TTM 37305 also identifies cross-sections for Nichols Road as well as internal roadways and identifies the improvements that would be constructed as part of the Project. These circulation improvements include the realignment and construction of a segment of Nichols Road (off site) along the Project's frontage, construction of the western half of Wood Mesa Court (on site), a bridge over Stovepipe Creek (on site), and on-site local roadways (refer to Subsection 2.4.3.C for a detailed description of roadway improvements proposed by the Project). TTM 37305 also would allow for the installation of on-site infrastructure improvements, such as water, sewer, and storm drain lines.

2.5 SCOPE OF ENVIRONMENTAL ANALYSIS

2.5.1 CONSTRUCTION CHARACTERISTICS

A. *Proposed Physical Disturbance*

The Project proposes to grade a total area of 73.8 acres, with the area of on-site grading totaling 66.0 acres, and the area of off-site grading totaling 7.8 acres. Off-site grading would be limited to proposed frontage improvements and realignment of Nichols Road. In addition to the 73.8 acres of on- and off-site grading disturbances, fuel modification areas planned by the Project would impact an additional 0.8 acre on site. No other on- or off-site physical impacts are anticipated from Project implementation, with the possible exception of off-site improvements for sewer connections.

B. *Anticipated Construction Schedule*

Construction would begin with site preparation and grading on-site. Grading would require approximately 198,000 cy of cut material and 217,000 cy of fill material, requiring the import of approximately 56,200 cy of earthwork material. Buildout of the proposed Project is expected to occur over three separate phases, with Phase 1 comprising 34 single-family dwelling units, Phase 2 consisting of 100 homes and a 6.5-acre park, and Phase 3 consisting of the commercial uses in Planning Area 7. Construction for each phase would consist of building construction, architectural coating, and paving. It is anticipated for purposes of analysis within this Initial Study that construction of the Project would take approximately two years, with construction commencing in 2018 for Phase 1, in 2019 for Phase 2, and 2023 for Phase 3. Phase 1 would be occupied in 2020, Phase 2 would be occupied in 2021, and Phase 3 would be occupied in 2024.

2.5.2 PROPOSED OPERATIONAL CHARACTERISTICS

The proposed Project would be operated as a residential community, and as a neighborhood commercial center. As such, typical operational characteristics include residents and visitors traveling to and from the residential portion of the site, customers traveling to and from the commercial area of the site, visitors traveling to and from the hotel use on-site, leisure and maintenance activities occurring on individual residential lots and in the on-site recreation areas, and general maintenance of common areas. Low levels of noise and a moderate level of artificial exterior lighting typical of a mixed-use community is expected.

A. *Future Population*

Implementation of the proposed Project would result in the construction of 168 single-family homes. According to the United States Census Bureau, single-family uses within the City of Lake Elsinore generate approximately 3.74 persons per dwelling unit. Accordingly, the Project would result in an estimated future population of 628 residents (168 dwelling units x 3.74 persons per household = 628 future residents). An additional transient population also would result from the proposed hotel uses. (USCB, 2016)

B. *Future Employment*

Implementation of the proposed Project would result in the construction of a neighborhood commercial center on approximately 14.5 acres of the Project site, which would include a 130-room hotel, 20,900 square feet (s.f.) of restaurant use, 4,400 s.f. of commercial retail uses, an 8,000 s.f. health and fitness club, and a gas station with 16 fueling stations. Based on the Southern California Association of Government's (SCAG) Employment Density Study Summary Report, the employment density for other retail/service

uses is 21.98 employees per acre. Thus, the 14.5 acres of commercial retail uses proposed by the Project would result in approximately 319 employees (14.5 acres x 21.98 jobs per acre = 319 jobs). (SCAG, 2001, Table 2A)

C. Future Traffic

As shown in Table 2-3, *Project Trip Generation Summary*, Phase 1 of the proposed Project, which includes the construction of 34 dwelling units, would generate 321 net daily trip-ends, with 26 vehicles per hour (VPH) in the AM peak hour and 35 VPH in the PM peak hour. Phase 2 of the Project, which includes 168 dwelling units and a park site, would generate 1,590 net daily trip-ends, with 128 VPH in the AM peak hour and 169 VPH in the PM peak hour. Buildout of the Project, including 168 dwelling units, a park site, and commercial uses (including a 130-room hotel, 20,900 square feet (s.f.) of restaurant use, 4,400 s.f. of commercial retail uses, an 8,000 s.f. health and fitness club, and a gas station with 16 fueling stations) would result in a total of approximately 4,767 net daily trip-ends, with 566 VPH in the AM peak hour and 374 VPH in the PM peak hour.

D. Water Demand

Based on Table 3-14, *Land Use Classifications and Acreages*, of the EVMWD Water System Master Plan, the average household demands 2,300 gallons per day per acre (gpd/ac) of water for residential and recreational uses, and 1,800 gpd/ac for commercial uses. Accordingly, the estimated demand for water for the Project's 31.1 acres of residential uses, 14.5 acres of commercial uses, and 8.3 acres of recreational uses is equal to approximately 116,720 US gallons per day [(31.1 ac of residential uses x 2,300 gpd/ac = 71,530 gpd)+(14.5 ac of commercial uses x 1,800 gpd/ac = 26,100 gpd)+(8.3 ac of recreational uses x 2,300 gpd/ac = 19,090 gpd) = a total of 116,720 gpd]. (EVMWD, 2016b, Table 3-14)

E. Wastewater Demand

Based on Table 4-8, *Calibrated Wastewater Duty and Generation Factors*, of the EVMWD Sewer System Master Plan, the average household generates 778 gpd/ac of wastewater for residential uses, 994 gpd/ac for commercial uses, and 101 gpd/ac for recreational uses. Accordingly, the estimated generation of wastewater for the Project's 31.1 acres of residential uses, 14.5 acres of commercial uses, and 8.3 acres of recreational uses is equal to approximately 39,447 US gallons per day [(31.1 ac of residential uses x 778 gpd/ac = 24,196 gpd) + (14.5 ac of commercial uses x 994 gpd/ac = 14,413 gpd) + (8.3 ac of recreational uses x 101 gpd/ac = 838 gpd) = a total of 39,447 gpd]. (EVMWD, 2016c, Table 4-8)

Table 2-3 Project Trip Generation Summary

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase 1 (2020)									
Single Family Detached Residential	34	DU	7	19	26	22	13	35	321
Phase 1 Total:			7	19	26	22	13	35	321
Phase 2 (2021)									
Single Family Detached Residential	168	DU	32	94	126	105	62	167	1,586
Park	5.0	AC	1	1	2	1	1	2	4
Phase 2 Total:			33	95	128	106	63	169	1,590
Project Buildout (2024)									
Single Family Detached Residential	168	DU	32	94	125	105	62	167	1,586
Park	5.0	AC	1	1	2	1	1	2	4
Internal Capture:			-3	-21	-24	-66	-37	-103	0
Residential Subtotal:			30	74	103	40	26	66	1,590
Hotel	130	Rooms	37	26	63	40	39	79	1,087
Internal Capture:			-1	-7	-8	-23	-16	-39	-537
Hotel Subtotal:			36	19	55	17	23	40	550
Fast Food With Drive-Thru	6.000	TSF	123	118	241	102	94	196	2,826
Internal Capture:			-21	-9	-30	-41	-58	-99	-1,424
Pass-By (49% AM, 50% PM/Daily):			-54	-54	-108	-18	-18	-36	-701
Fast Food Without Drive-Thru	5.500	TSF	83	55	138	78	78	156	1,904
Internal Capture:			-14	-6	-20	-28	-39	-66	-811
Pass-By (49% AM, 50% PM/Daily):			-24	-24	-48	-20	-20	-40	-546
High Turnover (Sit-Down) Restaurant	9.400	TSF	51	42	93	57	35	92	1,054
Internal Capture:			-8	-3	-11	-15	-21	-37	-421
Pass-By (43% PM/Daily):			0	0	0	-6	-6	-12	-272
Restaurant Subtotal:			136	119	255	109	45	154	1,608
Commercial Retail	4.400	TSF	3	2	5	8	9	17	166
Internal Capture:			-1	-1	-2	-5	-6	-11	-111
Pass-By (34% PM/Daily):			0	0	0	-1	-1	-2	-19
Health & Fitness Club	8.000	TSF	5	5	10	16	12	28	276
Internal Capture:			-2	-2	-4	-9	-9	-18	-174
Gas Station w/ Market & Carwash	16	VFP	162	162	324	179	179	358	3,171
Internal Capture:			-18	-22	-40	-103	-100	-203	-1,798
Pass-By (62% am, 56% PM/Daily):			-87	-87	-174	-44	-44	-88	-769
Retail Subtotal:			62	57	119	41	40	81	743
General Office	43.000	TSF	43	7	50	8	42	50	419
Internal Capture:			-10	-6	-16	-6	-11	-17	-142
Office Subtotal:			33	1	34	2	31	33	277
Project Buildout Total:			297	270	566	209	165	374	4,767

¹ DU = Dwelling Units; TSF = thousand square feet; VFP = Vehicle Fueling Position; AC = Acres

3.0 ENVIRONMENTAL CHECKLIST

3.1 BACKGROUND

1. **Project Title:** Nichols Ranch Specific Plan
2. **Lead Agency and Address:** City of Lake Elsinore, 130 South Main Street, Lake Elsinore, CA 92530
3. **Contact Person and Phone Number:** Justin Kirk, Principal Planner, (951) 674-3124, ext. 284
4. **Project Location:** South of Nichols Road, east of Interstate 15, and west of Wood Mesa Court
5. **Project Sponsor's Name and Address:** Nichols Road Partners, LLC, P.O. Box 77850, Corona, CA 92877
6. **General Plan Designation:** "Alberhill Ranch Specific Plan (Commercial – Specific Plan)" with "Extractive Overlay," and "General Commercial"
7. **Zoning:** "Alberhill Ranch Specific Plan (Commercial – Specific Plan)" and "Commercial Mixed Use (CMU)"
8. **Description of Project:** In summary, the Project proposes to develop a ±72.5-acre site with 168 single-family dwelling units; a neighborhood-level commercial center on 14.5 acres that is planned to include a 130-room hotel, 20,900 square feet (s.f.) of restaurant use, 4,400 s.f. of commercial retail uses, an 8,000 s.f. health and fitness club, and a gas station with 16 fueling stations; recreational uses; open space; drainage basins; floodway uses; and backbone circulation roadways. Discretionary approvals associated with the project include a General Plan Amendment (GPA No. 2018-01), Amendment No. 3.1 to the Alberhill Ranch Specific Plan (SPA No. 2017-03), a Specific Plan (Nichols Ranch Specific Plan, SP No. 2018-01), a Tentative Parcel Map (TPM No. 37465), a Tentative Tract Map (TTM No. 37305), and a Zone Change (ZC No. 2018-01), which are collectively being processed under Planning Application 2017-29. Please refer to Section 2.0, Project Description, of this document for a comprehensive description of the proposed Project and its associated construction and operational characteristics.
9. **Surrounding Land Uses and Setting:** Active mining operation and open space to the north; I-15, open space, and commercial uses to the west; Temescal Canyon High School to the south; and residential uses to the east. The 72.5-acre Project site is mainly vacant as shown on Figure 2-4. The northern 45.4 acres of the Project site are currently undergoing reclamation activities, pursuant to Reclamation Plan 2006-01A2. For purposes of analysis herein, the existing condition of the Project site discussed in this Initial Study is the reclaimed condition of the Project site because no development may occur in the northern 45.4 acres of the site until reclamation activities have been completed to the satisfaction of the DMR. Refer also to Initial Study Subsection 2.2.
10. **Incorporation by Reference:** As permitted in § 15150 of the CEQA Guidelines, environmental documents can incorporate by reference all or portions of other documents that are a matter of

public record. The information presented in this document is based upon other environmental documents. Information and data from the following documents are incorporated by reference. These documents are available for review at the Lake Elsinore City Hall, Planning Division; 130 South Main Street: Lake Elsinore, California 92530.

- General Plan Update (GPU), City of Lake Elsinore, December 13, 2011
- GPU EIR; City of Lake Elsinore, December 13, 2011 (SCH No. 2005121019)
- Mitigated Negative Declaration (MND) No. 97-3, March 1997
- Alberhill Ranch Specific Plan, June 1989
- Alberhill Ranch Specific Plan EIR, June 1989 (SCH No. 88090517)
- Several additional reference sources also are identified in Section 5.0, *References*, which are either available on-line at the web address listed, or are available for review at the City of Lake Elsinore Planning Division 130 South Main Street Lake Elsinore, CA 92530

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

3.3 DETERMINATION

On the basis of the initial evaluation:

- 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 all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An ADDENDUM to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

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.

Prepared By:

Signature: _____

Date: _____

Name and Title: Justin Kirk, Principal Planner

3.4 EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a

“Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analyses Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significant.

4.0 ENVIRONMENTAL ANALYSIS

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Lake Elsinore, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration (MND), Environmental Impact Report (EIR), or Addendum to a previous EIR or MND is required for the proposed project. The purpose of this Initial Study is to inform decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

4.1 AESTHETICS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
<i>Would the project:</i>				
a. Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact: Under existing conditions, the 72.5-acre Project site consists of undeveloped lands, portions of which are undergoing reclamation activities pursuant to Reclamation Plan No. 2016-01A2. Portions of the site also contain wild grass, weeds, and brush, with a natural drainage (Stovepipe Creek) traversing the site in a northeast-to-southwest orientation. The Project site does not comprise a scenic vista under existing conditions, although scenic vistas of the hillsides associated with Warm Springs to the north and the Santa Ana Mountains to the west are available from the Project site under existing conditions. With implementation of the proposed Project, the site would be developed with 168 single-family homes; commercial uses, including a 130-room hotel, 20,900 square feet (s.f.) of restaurant use, 4,400 s.f. of commercial retail uses, an 8,000 s.f. health and fitness club, and a gas station

with 16 fueling stations; recreational open space; open space; and floodways. Development of the Project as proposed has the potential to obstruct scenic views of hills to the north and the Santa Ana Mountains to the west. The required EIR shall evaluate the proposed Project to determine if there is any potential for the Project to result in substantial adverse effects to scenic vistas available within the Project area.

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

Potentially Significant Impact: The Project site is located adjacent to I-15, which is identified as a “State Eligible” scenic highway but has not officially been designated as a scenic highway (Caltrans, 2011). State Route 74 (SR-74), located approximately 0.6 mile south of the Project site, also is designated as a “State Eligible” scenic highway. There are no “Officially Designated State Scenic Highways” or “Officially Designated County Scenic Highways” in the Project area. Although there are no officially-designated scenic highways in the Project area, the required EIR nonetheless shall evaluate the Project’s potential to result in adverse impacts to scenic resources visible from nearby segments of I-15 and SR-74.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Potentially Significant Impact: Under existing conditions, the 72.5-acre Project site consists of undeveloped lands, portions of which are undergoing reclamation activities pursuant to Reclamation Plan No. 2016-01A2. Portions of the site also contain wild grass, weeds, and brush, with a natural drainage (Stovepipe Creek) traversing the site in a northeast-to-southwest orientation. With implementation of the proposed Project, the site would be developed with 168 single-family homes; commercial uses, including a 130-room hotel, 20,900 square feet (s.f.) of restaurant use, 4,400 s.f. of commercial retail uses, an 8,000 s.f. health and fitness club, and a gas station with 16 fueling stations; recreational open space; open space; and floodways. Although these changes are not expected to degrade the existing visual character or quality of the site and its surroundings because development of the site would be governed by the proposed Nichols Ranch Specific Plan’s development standards and design guidelines, the Project’s potential to substantially degrade the existing visual character or quality of the site and its surroundings nonetheless shall be evaluated in the required EIR.

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

Potentially Significant Impact: Under existing conditions, the 72.5-acre Project site is undeveloped and contains no sources of artificial lighting. Development of the proposed Project would be subject to the lighting design guidelines of the Nichols Ranch Specific Plan. Additionally, commercial development on the Project site would be regulated by Chapter 17.112.040 of the City’s Municipal Code, which identifies lighting requirements for outdoor lighting for non-residential developments to minimize potential adverse effects on observations at the Mt. Palomar Observatory. Similarly, residential development on the Project site would be regulated by Chapter 17.148.110 of the City’s Municipal Code, which identifies lighting requirements for outdoor lighting for residential developments to minimize potential adverse effects on observations at the Mt. Palomar Observatory. Regardless, the potential lighting and glare impact associated with the Project is regarded as a potentially significant impact which warrants analysis in the required EIR.

4.2 AGRICULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact.	No Impact
<p><i>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 the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i></p>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact: According to information available from the Farmland Mapping and Monitoring Program (FMMP), the majority of the Project site is designated as “Farmland of Local Importance” while a portion of the eastern portion of the Project site is designated as “Grazing Land.” “Farmland of Local Importance” is land other than “Prime Farmland,” “Farmland of Statewide Importance,” or “Unique Farmland.” This land may be important to the local economy due to its productivity or value. “Grazing Land” is land on which the existing vegetation is suited to the grazing of livestock. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) located on-site. (CDC, 2017) Therefore, the Project does not have the potential to directly or indirectly convert Farmland to non-agricultural use, and no impact would occur. No further analysis is required on this subject.

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

No Impact: According to the California Department of Conservation, there are no Agricultural Preserves in the Project vicinity (CDC, 2016). The Project site is zoned for “Commercial – Specific Plan” and “Commercial Mixed Use (CMU),” neither of which is an agricultural zoning designation. Additionally, no portion of the Project site is used for agricultural operations. Area to the south of the Project site are used for school uses, areas to the east are zoned for residential uses, areas to the north are zoned for “Specific Plan – Commercial” and open space, and to the west is I-15. Therefore, the proposed Project has no potential to conflict with existing zoning for agricultural use or with an existing Williamson Act contract. As such, no impact would occur and no further analysis of this topic is required.

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: There are no lands within the Project vicinity that are designated as forest land, timberland, or Timberland Production (RCIT, 2018; Lake Elsinore, 2014). The Project site and surrounding areas are zoned for residential, commercial, and open space land uses. Accordingly, the proposed Project would not have the potential to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). As such, no impact would occur and no further analysis of this topic is required.

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

No Impact: Implementation of the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest uses, as there are no forest resources in the area. Under existing conditions, the Project site does not contain any forest lands and the northern 45.4 acres of the site are currently undergoing reclamation pursuant to Reclamation Plan 2006-01A2. Accordingly, the proposed Project would not have the potential to result in the loss of forest land or the conversion of forest land to non-forest use. As such, no impact would occur and no further analysis of this topic is required. (Google Earth, 2016)

- e) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

No Impact: As noted in the foregoing analysis, there is not any “Farmland” on the Project site or in the Project site’s vicinity (CDC, 2017). There is no potential for the proposed Project to result in the conversion of Farmland to non-agricultural uses. Additionally, there are no forest lands in the Project vicinity, and conversion of forest land to non-forest use would not occur. As such, no impact would occur and no further analysis of this topic is required.

4.3 AIR QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
<i>Where available, the 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:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 that exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

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

Potentially Significant Impact: The Project site is located within the South Coast Air Basin (SCAB) and under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is principally responsible for air pollution control and has adopted a series of Air Quality Management Plans (AQMPs) to reduce air emissions in the Basin. Most recently, the SCAQMD Governing Board adopted the Final 2016 AQMP for the SCAB in March 2017. The 2016 SCAQMD AQMP is based on motor vehicle projections provided by the California Air Resources Board (CARB) in their Emissions

FACtor (EMFAC) 2011 model and demographics information provided by the Southern California Association of Governments (SCAG). (SCAQMD, 2017)

In 2015, the most recent year for which data are available, the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) were exceeded on one or more days for ozone, Inhalable Particulates (PM₁₀) and Ultra-Fine Particulates (PM_{2.5}) at most monitoring locations (CARB, 2017). The Project would emit ozone precursors (e.g., nitrous oxides, carbon monoxide, and volatile organic compounds [VOCs]) as well as PM₁₀ and PM_{2.5} during both construction and long-term operation. Additionally, implementation of the proposed Project would result in air quality pollutant emissions during both construction and operation that would have the potential to violate daily air pollutant emission significance thresholds established by the SCAQMD's AQMP. Accordingly, an air quality technical report shall be prepared and Project-related air emissions shall be modeled using the SCAQMD's California Emissions Estimator Model (CalEEMod™). The purpose of this model is to estimate construction-source and operational-source air quality emissions for criteria pollutants from direct and indirect sources. The required EIR shall quantify the Project's expected pollutant levels and evaluate whether the proposed Project's emissions would violate local air quality standards and/or contribute substantially to an existing or projected air quality violation.

- b) ***Violate any air quality standard or contribute substantially to an existing or projected air quality violation?***
- 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)?***

Potentially Significant Impact: Air quality within the SCAB is regulated by the SCAQMD and standards for air quality are documented in the 2016 SCAQMD AQMP (SCAQMD, 2017). In 2015, the most recent year for which data are available, the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) were exceeded on one or more days for ozone, PM₁₀ and PM_{2.5} at most monitoring locations (CARB, 2017). The Project would emit ozone precursors (e.g., nitrous oxides, carbon monoxide, and volatile organic compounds [VOCs]) as well as PM₁₀ and PM_{2.5} during both construction and long-term operation. Additionally, implementation of the proposed Project would result in air quality pollutant emissions during both construction and operation that would have the potential to violate daily air pollutant emission significance thresholds established by the SCAQMD's AQMP. Accordingly, an air quality technical report shall be prepared and Project-related air emissions shall be modeled using the SCAQMD's CalEEMod™. The purpose of this model is to estimate construction-source and operational-source air quality emissions for criteria pollutants from direct and indirect sources. The required EIR shall quantify the Project's expected pollutant levels and evaluate whether the proposed Project's emissions would violate local air quality standards and/or contribute substantially to an existing or projected air quality violation.

- d) ***Expose sensitive receptors to substantial pollutant concentrations?***

Potentially Significant Impact: The Project has the potential to expose nearby sensitive receptors to air quality pollutants during the Project's construction. Known sensitive receptors located within one

mile of the Project site include residential uses to the east and school uses to the south (Google Earth, 2016). Construction of the Project would generate short-term air pollutant emissions that could potentially impact these sensitive receptors. Under long-term operation, the development of the Project site with residential, commercial retail, and recreational uses would not expose any nearby sensitive receptors to substantial pollutant concentrations as these uses are not associated with the generation of substantial pollutant concentrations. The Project’s potential for exposing nearby sensitive receptors to substantial air quality pollutants during construction activities shall be evaluated in a Project-specific air quality technical report and discussed in the required EIR.

e) Create objectionable odors affecting a substantial number of people?

Less-than-Significant Impact: Project construction activities could produce odors resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; however, standard construction practices would minimize the odor emissions and their associated impacts and any odors emitted during construction would be temporary and intermittent in nature. Construction activities would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance (SCAQMD, 1976). For these reasons, the proposed Project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant and further analysis of this topic is not required.

During long-term operation, the property would contain residential, commercial retail, and recreational uses, which are not typically associated with objectionable odors. Furthermore, the proposed Project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance, during long-term operation (SCAQMD, 1976). All Project refuse would be required to be stored in covered containers in accordance with the City’s solid waste regulations. As such, long-term operation of the proposed Project would not create objectionable odors affecting a substantial number of people. Impacts would be less than significant and further analysis of this topic is not required.

4.4 BIOLOGICAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
<i>Would the project:</i>				
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

f) 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?

Potentially Significant Impact: The Project site is approximately 72.5 acres, which includes an approximately 34-acre area that was used for mining activities (now undergoing reclamation activities) with the remaining portions comprising undeveloped area. The 34 acres of the Project site subject to mining activities have been disturbed, disked, or graded in the past in association with the previous mining activities that historically took place on-site. Additionally, the 34 acres of the Project site would be fully disturbed by reclamation activities pursuant to Reclamation Plan 2006-01A2 prior to Project-related construction activities. Nonetheless, the remaining portions of the Project site have the potential to

support sensitive species such as small mammals and migratory birds as well as the western burrowing owl. Because the Project site has the potential to contain species and/or habitat that supports species identified as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS), a qualified biologist shall evaluate the site's existing biological resources and determine the presence or absence of any sensitive species. The results of the biological resources assessment(s) shall be disclosed and evaluated in the required EIR.

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

Potentially Significant Impact: The Project site is approximately 72.5 acres, which includes an approximately 34-acre area that was used for mining activities (now undergoing reclamation activities) with the remaining portions comprising undeveloped area. The 34 acres of the Project site subject to mining activities have been disturbed, disked, or graded in the past in association with the previous mining activities that historically took place on-site. Additionally, the 34 acres of the Project site would be fully disturbed by reclamation activities pursuant to Reclamation Plan 2006-01A2 prior to Project-related construction activities. Nonetheless, the remaining portions of the Project site have the potential to contain riparian habitat, particularly in association with Stovepipe Creek, and other sensitive natural communities. A site-specific biological technical report shall be prepared to determine the presence or absence of riparian habitats and other sensitive natural communities identified in local or regional plans, policies, regulations or by the CDFW or USFWS. The results of the investigations shall be incorporated into the required EIR and any potentially significant impacts to waters of the U.S. or wetland habitats shall also be evaluated.

- h) ***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?***

Potentially Significant Impact: The Project site has the potential to contain federally protected wetlands as defined by Section 404 of the Clean Water Act, particularly in association with Stovepipe Creek. A site-specific biological technical report shall be prepared to determine the presence or absence of wetland resources on site, including federally protected wetlands as defined by Section 404 of the Clean Water Act. The results of the investigations shall be incorporated into the required EIR and any potentially significant impacts to wetland habitats shall be evaluated and disclosed.

- i) ***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?***

Potentially Significant Impact: The Project site is located on the edge of a large contiguous area of open space. In addition, the Project site includes an incised drainage with native sage scrub habitat. The Project site is surrounded by residential and school development to the south and east, the I-15 freeway to the west, and intensive mining operations to the north, although open space areas occur east of the on-going mining operations occurring to the north of the site. As such, there is a potential that the Project

site could support potential live-in and/or marginal habitat for reptile, bird, and/or mammal movement at a local scale (RCA, 2017). If the Project site facilitates movement on a local scale, such movement likely occurs with species adapted to urban environments due to existing development in the vicinity of the Project site. Nonetheless, the required biological resources assessment shall evaluate whether the proposed Project has the potential to interfere substantially with the movement of any resident or migratory wildlife species. The results of the biological resources assessment shall be disclosed in the required EIR.

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

Less-than-Significant Impact: Aside from the MSHCP (which is addressed below under the discussion of Threshold f) the Project would be subject to regulations contained in the City of Lake Elsinore Municipal Code. Chapter 19.04 of the Municipal Code requires the payment of impact fees to the Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP). The Project Applicant would be required to contribute impact fees to the SKR HCP; thus, the Project would not conflict with Municipal Code Chapter 19.04.

The Project would also be subject to Municipal Code Chapter 5.116 which requires a permit for removal of palm trees which exceed five feet prior to removal of the tree. However, there are no palm tree species present on the Project site. Thus, the Project would not conflict with Municipal Code Chapter 5.116.

There are no additional local policies or ordinances protecting biological resources that would apply to the proposed Project. Accordingly, based on the preceding analysis, the Project would not conflict with any local policies or ordinances protection biological resources. Impacts would be less than significant, and further analysis of this topic is not required.

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

Potentially Significant Impact: The Project site is located within the Western Riverside County MSHCP, which is a comprehensive, multi-jurisdictional HCP focusing on conservation of species and their associated habitats in Western Riverside County. However, in 2004, the owners of the northern 45.4 acres of the Project site, along with other landowners, entered into a Settlement Agreement and Memorandum of Understanding ("Agreement") with the County of Riverside which, among other things, explicitly exempted the northern 45.4 acres of the Project site from all provisions of the MSHCP. As a result of the Agreement, the MSHCP only applies to the southern 27.1 acres of the Project site. Nonetheless, the required EIR shall evaluate and disclose whether development on the northern 45.4 acres of the Project site would result in a significant impact due to a conflict with the MSHCP.

The southern 27.1 acres of the Project site that are subject to the MSHCP occur within MSHCP Criteria Cell 4169. According to the MSHCP, conservation within Cell 4169 will range from 10%-20% of the Cell focusing in the southwestern portion of the Cell. As the Project site occurs in the northern portions of Cell 4169, the Project would not conflict with the conservation criteria for Cell 4169.

However, it is unknown whether the Project site contains riparian/riverine areas or vernal pools, which are regulated by MSHCP Section 6.1.2. The Project site abuts MSHCP Criteria Cells to the west and north and is therefore subject to the MSHCP Urban/Wildlife Interface Guidelines pursuant to MSHCP Subsection 6.1.4. Additionally, according to the MSHCP Conservation Summary Report Generator, the Project site is located in Proposed Linkage 2. The Project site is not located within the Criteria Area Species Survey Area (CASSA) for amphibian species or mammals; however, the Project site is located within the CASSA for the burrowing owl, which is regulated by MSHCP Subsection 6.3.2. Accordingly, a biological technical report shall be prepared to determine Project consistency with the provisions of MSHCP Subsections 6.1.2 and 6.1.4, as well as Subsection 6.3.2 as it pertains to the burrowing owl. (RCA, 2017) The required EIR shall disclose the results of the biological studies and shall evaluate the Project's consistency with applicable MSHCP requirements.

4.5 GEOLOGY AND SOILS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
<i>Would the project:</i>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
Code (since renamed as the California Building Code), creating substantial risks to life or property?				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)?**

Potentially Significant Impact: According to Riverside County Information Technology (RCIT) and the City’s General Plan EIR, there are no earthquake faults crossing the Project site. The nearest Alquist-Priolo Fault Zones are the Elsinore Fault Zone, located approximately 1.5 miles southwest of the Project site, and the San Jacinto Fault Zone, located approximately 18.5 miles northeast of the Project site. (RCIT, 2018; Lake Elsinore, 2011b, Figure 3.11-2) Regardless, a site-specific geologic reconnaissance shall be conducted on the Project site, the results of which shall be reported in the required EIR. The required EIR will discuss and evaluate the potential for the Project to expose people or structures to risks associated with earthquake fault zones based on the findings of the geotechnical study. The required EIR shall also evaluate the Project’s potential to conflict with the standards and requirements detailed in the California Building Standards Code (CCR Title 24), City of Lake Elsinore Building Code, and/or applicable professional engineering standards appropriate for the Project’s seismic zone.

- ii. Strong seismic ground shaking?**

Potentially Significant Impact: The Project site is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the proposed Project. The ground shaking risk is not considered substantially different than that of other similar properties in the southern California area. The Project area is within a seismically active region containing two major faults (Elsinore and San Jacinto faults), and the potential rupture of any of these faults could result in significant structural damage and human injury or casualty. The proposed Project’s potential to be subject to strong seismic ground shaking shall be evaluated in the required EIR.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact: The Lake Elsinore General Plan Liquefaction Susceptibility Map identifies the majority of the Project site as having “moderate” liquefaction potential (Lake Elsinore, 2011a, Figure 3.4). Accordingly, a site-specific geotechnical/soils report shall be prepared to analyze and disclose the potential for the Project to be affected by liquefaction, the detailed findings of which shall be summarized and evaluated in the required EIR. The EIR also shall take into consideration the Project’s compliance with the California Building Standards Code (CCR, Title 24) during construction and site preparation recommendations that are specified in the geotechnical report prepared for the Project with respect to avoiding structural damage as a result of the potential occurrence of liquefaction.

iv. Landslides?

Potentially Significant Impact: As shown on Figure 3.5, “Percent Slope” of the Lake Elsinore General Plan, the Project site is located in an area with a 0-15% percent slope grade, with a small portion of the Project site falling in the 15%-25% percent slope range. However, areas immediately to the north of the Project are shown on Figure 3.5 as having slopes exceeding 35% in gradient. (Lake Elsinore, 2011a, Figure 3.5) Although the slopes to the north of the site exhibit rock outcroppings, which generally would preclude the potential for substantial landslides that could affect future Project residents and structures, the Project-specific geotechnical report shall nonetheless evaluate the Project’s potential to be affected by landslides, the results of which shall be documented in the required EIR.

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

Potentially Significant Impact: Development of the Project site would remove the site’s existing vegetative cover during grading and construction and expose the underlying soils, which would increase the rate of water runoff and increase erosion susceptibility, thereby resulting in potential short-term soil erosion impacts. In the long-term, development of the subject property would increase the extent of impervious surface cover and landscaping on the Project site, thereby reducing the potential for erosion and loss of topsoil on-site while increasing the potential for increased runoff rates that could result in erosion hazards downstream. The Project’s EIR shall analyze the potential for soil erosion during grading and long-term operations. The analysis will consider the Project’s required adherence to standard regulatory requirements, including but not limited to Chapter 15.04 of the City of Lake Elsinore Municipal Code (requiring the Project Applicant to prepare an erosion control plan to be used during the rainy season), the requirements imposed by the City of Lake Elsinore’s National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit (State Water Resources Control Board Order No. R8-2010-0033), and a Project-specific Water Quality Management Plan (WQMP) that includes Best Management Practices (BMPs) to minimize water pollutants including sedimentation in stormwater runoff. The required EIR shall evaluate the Project’s potential to result in substantial soil erosion and the loss of topsoil on or off site.

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?

Potentially Significant Impact: Refer to the discussion and analysis of potential seismically-induced liquefaction and landslide hazards provided above under the discussion of Thresholds 4.5.a.iii, and 4.5.a.iv.

As noted, the required EIR shall evaluate whether Project implementation would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides or liquefaction. Additionally, according to Riverside County GIS, portions of the Project site are located in areas identified as potentially susceptible to subsidence associated with groundwater or hydroconsolidation (RCIT, 2018). Because the Project has a “moderate” potential for liquefaction hazards, the Project site also may be susceptible to related hazards, such as lateral spreading and collapse. Accordingly, a site-specific geotechnical investigation shall be prepared for the Project site to identify more precisely the soil types underlying the Project site and to identify design specifications and recommendations for reducing the potential for on- or off-site landslide, lateral spreading, subsidence, liquefaction, and collapse, as necessary and appropriate. The results of the report shall be summarized and incorporated in the Project’s EIR and any impacts associated with ground subsidence shall be disclosed.

- 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?**

Potentially Significant Impact: The potential for expansive soils to be located on the Project site shall be explored as part of the required site-specific geotechnical evaluation. The required EIR shall disclose the findings of the geotechnical evaluation, and, if necessary, shall impose mitigation measures to ensure that the recommendations of the geotechnical evaluation to address expansive soils are adhered to during Project construction.

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

No Impact: The proposed Project would connect to Elsinore Valley Municipal Water District (EVMWD) facilities for wastewater treatment, and the Project would not involve the use of septic tanks or alternative waste water disposal systems. Accordingly, no impact would occur and further analysis of this topic is not required.

4.6 GREENHOUSE GAS EMISSIONS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
<i>Would the project:</i>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact: Greenhouse gas (GHG) emissions associated with the proposed Project would primarily be associated with Project-related traffic. In addition, Project-related construction activities, energy consumption, water consumption, and solid waste generation also would contribute to the Project’s overall generation of GHGs. Specifically, Project-related construction and operational activities would result in the emissions of carbon dioxide (CO₂), nitrogen dioxide (NO₂), and methane (CH₄), which are GHGs. A Project-specific GHG emissions report shall be prepared for the Project to evaluate whether the Project’s emissions of GHGs would result in a significant impact on the environment, either directly or indirectly. Additionally, the Project’s potential impacts due to GHG emissions will be assessed in the required GHG emissions report based on consistency with the City of Lake Elsinore Climate Action Plan (CAP), California Assembly Bill 32 (AB 32), and Senate Bill 32 (SB 32). The results of the GHG emissions report shall be documented in the required EIR.

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

Potentially Significant Impact: The City of Lake Elsinore adopted a CAP in 2011, which serves as the City’s long-range plan to reduce local GHG emissions in accordance with State law. A Project-specific GHG emissions report shall be prepared to evaluate the Project’s consistency with the City’s CAP and shall also evaluate Project consistency with Assembly Bill 32 (AB 32) and Senate Bill 32 (SB 32), which are the primary policies/regulations adopted in the State of California to reduce GHG emissions. Thus, the Project’s potential to result in a significant impact related to GHG emissions shall be based on its consistency with the City’s CAP, AB 32, and SB 32. The required EIR shall document the findings of the Project-specific GHG emissions report and shall evaluate the Project for consistency with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions.

4.7 HAZARDS AND HAZARDOUS MATERIALS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
<i>Would the project:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**
- b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Potentially Significant Impact: A Phase I Environmental Site Assessment (ESA) shall be prepared for the Project site. The required EIR shall discuss the results of the Phase I ESA and evaluate whether existing

site conditions have the potential to expose the public or the environment to the routine transport, use, or disposal of hazardous materials.

Heavy equipment that would be used during construction of the proposed Project would be fueled and maintained by substances such as oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. In addition, materials such as paints, roofing materials, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction-sites, and there would be no greater risk for improper handling, transportation, or spills associated with future development that would be a reasonable consequence of the proposed Project than would occur on any other similar construction-site. As such, hazardous materials-related impacts associated with Project construction activities would be less than significant.

The Project includes future development of residential, commercial, and recreational uses. These uses are not associated with the transport, use, or disposal of significant quantities of hazardous materials. Household and other goods used by homes and retail uses that contain toxic substances are usually low in concentration and small in amount; therefore, there is no significant risk to humans or the environment from the use of such household goods. Residents and commercial employees are required to dispose of household hazardous waste, including pesticides, batteries, old paint, solvents, used oil, antifreeze, and other chemicals, at a Household Hazardous Waste Collection Facility. Also, as of February 2006, fluorescent lamps, batteries, and mercury thermostats can no longer be disposed in the trash. Furthermore, the transport, use, and disposal of hazardous materials are fully regulated by the Environmental Protection Agency (EPA), State, and/or the City of Lake Elsinore. With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Project would be less than significant.

Construction and operational characteristics of the Project would be less than significant (as discussed above); however, there is the potential for hazardous materials to be present on the Project site under existing conditions, which in turn could result in significant impacts to the environment. The required EIR shall discuss the results of the Phase I ESA and evaluate whether existing site conditions have the potential to expose the public or the environment to the routine transport, use, or disposal of hazardous materials associated with existing site conditions.

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

Less-than-Significant Impact: The nearest school facility to the Project site is Temescal Canyon High School, located immediately to the south of the site; however, the Project includes future development of residential, commercial, and recreational uses. These uses are not associated with the transport, use, or disposal of significant quantities of hazardous materials. As such, impacts to nearby schools would be less than significant and no further analysis of this topic is required.

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

Potentially Significant Impact: The Project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC, 2018). Regardless, a Phase I ESA for the Project site will be prepared to evaluate existing site conditions relative to hazardous material contamination. Any existing contaminants on the Project site shall be disclosed in the Phase I ESA and shall be discussed in the required EIR.

- 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?***

Less-than-Significant Impact: The Project site is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest public airport is the March Air Reserve Base, located approximately 12 miles northeast of the Project site, and the Project is not located within the Airport Influence Area of the March Air Reserve Base. The nearest airport to the proposed Project is Skylark Field, a private use airport located 5.7 miles southeast of the Project site and is too far from the Project site to expose future residents or workers to safety hazards. (Lake Elsinore, 2011a, Figure 2.7; Google Earth, 2016) As such, the proposed Project would not expose people residing or working in the area to safety hazards associated with public airports, and impact would be less than significant. No further analysis of this topic is required.

- 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?***

Less-than-Significant Impact: The Project site is not located within the vicinity of any private airports or heliports. The nearest private airport is Skylark Field, located approximately 5.7 miles southeast of the Project site and is too far from the Project site to expose future workers or residents to safety hazards. (Lake Elsinore, 2011a, Figure 2.7; Google Earth, 2016) As such, the proposed Project would not result in a safety hazard for people residing or working in the Project area, and impacts would be less than significant. No further analysis of this topic is required.

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

Less-than-Significant Impact: The Project site is not located within any adopted emergency response plans or emergency evacuation plans. During construction and at buildout of the future residential and commercial uses, the Project Applicant would be required to maintain adequate emergency access for emergency vehicles. As part of its review of the proposed Project, the Riverside County Fire Department will conduct a review to ensure that appropriate emergency ingress and egress would be available to and from the site to ensure public safety, and to confirm that the development as proposed would not substantially impede emergency response times in the local area. These measures also would be evaluated as part of future grading permits, building permits, and improvement plans. As such, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an

emergency evacuation plan and impacts would be less than significant. No further analysis of this topic is required.

- 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?**

Potentially Significant Impact: According to Figure 3.10-2, *Wildfire Susceptibility*, of the Lake Elsinore General Plan Update EIR, the Project site is located in an area identified as having a “High” susceptibility to wildfires, with areas surrounding the Project site identified as having a “Very High” susceptibility to wildfires (Lake Elsinore, 2011b, Figure 3.10-2). Although the Project would be surrounded by improved roadways and the NRSP will include development standards and design guidelines to address wildland fire hazards, the Project nonetheless has the potential to expose people or structures to the potential for significant risk of loss, injury, or death associated with wildland fire hazards and further analysis of this topic will be required in the Project’s EIR.

4.8 HISTORIC AND ARCHAEOLOGICAL RESOURCES

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

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

Potentially Significant Impact: Although there are no historic structures or other known historic resources on the Project site, the Project nonetheless has the potential to impact historic resources that may be buried beneath the site’s surface. Accordingly, a formal cultural resources assessment shall be prepared on behalf the Project and further discussed in the Project’s EIR to ascertain potential impacts to on-site historical resources.

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

Potentially Significant Impact: The potential exists for archaeological sites and/or resources to occur on the site and beneath the site's surface, including the potential for human remains. A site-specific archaeological resources evaluation shall be conducted to determine whether the Project site contains cultural resources. The required EIR shall evaluate the Project's potential to result in impacts to archeological resources that may be buried beneath the site's surface. In addition, consultation with the Native American community is required to occur in accordance with California Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52). A detailed summary of findings of the site-specific archaeological resources evaluation and the results of the Native American consultation process shall be documented in the required EIR.

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

Less-than-Significant Impact: The Project site does not contain a cemetery and no known cemeteries are located within the immediate site vicinity. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction. If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code, § 7050.5, "Disturbance of Human Remains." According to § 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code § 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code § 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials. With mandatory compliance to California Health and Safety Code § 7050.5 and Public Resources Code § 5097.98, any potential impacts to human remains, including human remains of Native American descent, would be less than significant. No further analysis is required on this subject.

4.9 HYDROLOGY AND WATER QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
<i>Would the project:</i>				
a. Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 that would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
h. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. 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"/>
k. Inundation by seiche, tsunami, or mudflow?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) *Violate any water quality standards or waste discharge requirements?*

Potentially Significant Impact: The California Porter-Cologne Water Quality Control Act (Section 13000 [“Water Quality”] et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act [CWA]) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). Water quality information for the Santa Ana River and other major water bodies within the Santa Ana Basin is contained in the Santa Ana RWQCB’s Water Quality Control Plan for the Santa Ana Basin (updated June 2011). (RWQCB, 2010)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. Receiving waters for the property’s drainage and the potential impact to the water quality of those receiving bodies shall be disclosed in a site-specific Water Quality Management Plan (WQMP), and potential impacts to impaired water bodies shall be discussed in the EIR.

Project construction would generate potential water quality pollutants such as silt, debris, chemicals paints, and other solvents. As such, short-term water quality impacts have the potential to occur during Project construction in the absence of any protective or avoidance measures. Pursuant to the requirements of the Santa Ana RWQCB and the City of Lake Elsinore, the Project would be required to obtain a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one acre of total land area. In addition, the

Project would be required to comply with the Santa Ana RWQCB's Water Quality Control Plan for the Santa Ana Basin. Compliance with the NPDES permit and the Water Quality Control Plan for the Santa Ana Basin involves the preparation and implementation of Storm Water Pollution Prevention Programs (SWPPPs) for construction-related activities, including grading. The SWPPPs would specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. The Project's compliance with the NPDES and SWPPP shall be fully analyzed and disclosed in the required EIR.

Under long-term operating conditions, water runoff from developed areas of the Project site may contain urban pollutants such as petroleum products, fertilizers, pesticides, sediments, etc., which can degrade water quality if discharged from the site, including water quality in downstream receiving waters that are identified as impaired. To address potential pollutants, the Project would be required to implement Water Quality Management Plans (WQMPs), pursuant to the requirements of the RWQCB Order No. R8-2010-0033 (RWQCB, 2010). A Preliminary WQMP shall be prepared for the Project site, which shall identify structural and programmatic controls to minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. The required EIR shall evaluate the measures identified in the preliminary WQMP to determine whether the measures are sufficient to prevent substantial amounts of pollutants of concern for receiving waters.

- 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)?***

Potentially Significant Impact: No potable groundwater wells are proposed as part of the Project, and the Project would be served with potable water by the EVMWD. EVMWD's local supplies include groundwater pumped from EVMWD-owned wells, surface water, and imported water. (EVMWD, 2016a, p. 6-1) The Project would result in new demands for water resources from the EVMWD, including groundwater resources. Additionally, the Project site occurs within the Warm Springs Valley Groundwater Management Zone, and therefore has the potential to interfere with groundwater recharge. (Lake Elsinore, 2011b, Figure 3.9-2) Accordingly, the Project's potential to interfere with groundwater recharge to the Warm Springs Valley Groundwater Management Zone as well as the Project's future incremental demand for new groundwater resources shall be analyzed in the required EIR.

- 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?***

Potentially Significant Impact: The Project would involve mass grading over a majority of the Project site except for areas planned for floodway, which would alter the existing drainage patterns of the site. Construction grading activities involving soil disturbance would temporarily expose surficial soils with the potential for on-site erosion during a rainstorm event. In the long-term, development of the property with residential, commercial, and recreational land uses would increase the total area of impervious surfaces, thereby increasing the rate and volume of stormwater runoff and potentially resulting in off-site

erosion downstream. Conversely, the conversion of pervious to impervious surfaces also would reduce the potential for on-site erosion and loss of topsoil in the long-term. To fully and more accurately determine the extent of potential erosion or siltation on- or off-site, a site-specific hydrology study shall be prepared for the Project. The hydrology study shall evaluate the difference between existing (i.e., conditions that will exist upon completion of reclamation activities on site) and post-development drainage conditions and shall analyze the incremental increase in stormwater runoff (if any) generated by the increase in impervious surfaces resulting from development of the site. The results of the studies shall be summarized and incorporated into the Project's EIR.

The required EIR also shall evaluate the potential for long-term erosion and address Project design features (such as water quality and detention basins) that are intended to reduce water flow velocities to pre-development conditions. The analysis shall consider the Project's required adherence to standard regulatory requirements, including, but not limited to, City of Lake Elsinore Municipal Code Chapter 14.08 (Stormwater/Urban Runoff Management and Discharge Controls), the requirements imposed by City of Lake Elsinore's National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit (State Water Resources Control Board Order No. R8-2010-0033), the RWQCB's Water Quality Control Plan for the Santa Ana Basin (Basin Plan), and the required Project-specific Water Quality Management Plan (WQMP) that will include Best Management Practices (BMPs) to minimize sedimentation in stormwater runoff during both construction and long-term operation. The EIR also shall consider the requirements of the Riverside County Flood Control and Water Conservation District (RCFCWCD) for the preparation of a Storm Water Pollution and Prevention Plan (SWPPP) for controlling construction-related sediment. (RWQCB, 2010)

- 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?***

Potentially Significant Impact: The Project site historically drained runoff to Stove Pipe Creek and existing outlets along I-15. Development of the Project site as proposed would create impervious surfaces over much of the Project site that has the potential to increase runoff from the site, resulting in potential flood hazards on-site and to downstream properties. A hydrology study shall be required for the Project to evaluate the difference between existing (i.e., conditions that will exist upon completion of reclamation activities on site) and post-development drainage conditions and to identify design specifications of the Project's storm drain system for collecting, treating, and conveying Project related stormwater prior to discharge. Although the Project has the potential to alter the existing drainage pattern of the site, change absorption rates, and result in increased rates of surface runoff, actual flooding on- or off-site is not likely to occur due to the proposed construction of on-site water quality/detention basins and storm drain facilities as would be required by the City of Lake Elsinore and the Riverside County Flood Control and Water Conservation District (RCFCWCD). Nevertheless, the required EIR shall incorporate the findings of the hydrology study and evaluate the proposed drainage system for the Project and its potential to result in flooding on- or off-site.

- 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?**

Potentially Significant Impact: In the absence of an adequately designed stormwater system specific to the Project, the potential exists for the Project to exceed the capacities of existing or planned storm drainage systems and to degrade water quality from the discharge of urban pollutants. A hydrology study and WQMP shall be prepared for the Project to determine pre- and post-development drainage flows and to identify design specifications of the Project's storm drain system for collecting, treating, and conveying Project related stormwater prior to discharge from the site. The studies shall take into consideration the flow capacity of the existing and planned storm water drainage systems off-site, including but not limited to the existing drainage facilities beneath I-15, and shall also evaluate the Project's potential to contribute to existing water quality impairments within the watershed. The results of the studies shall be summarized and incorporated into the required EIR.

- f) **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?**

Potentially Significant Impact: The proposed Project would construct an on-site network of stormwater drain lines and detention/water quality basins. No off-site stormwater drainage facilities are required for the proposed Project. Impacts associated with the construction of drainage infrastructure needed to serve the proposed Project would be inherent to the Project's construction phase and would be evaluated under appropriate subject areas in the required EIR. Regardless, the required EIR shall evaluate and disclose whether the Project's proposed drainage infrastructure would result in significant environmental effects.

- g) **Otherwise substantially degrade water quality?**

Potentially Significant Impact There are no conditions associated with the proposed Project that would otherwise result in the substantial degradation of water quality beyond what is described above in Thresholds 4.7.a through 4.7.e. Nonetheless, the required EIR shall evaluate the Project's potential to result in other adverse effects to water quality.

- h) **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?**
- i) **Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

Potentially Significant Impact: Per Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C2028G, the majority of the Project site is located within 'Zone X' of the FEMA Flood Zone. Zone X indicates that the area is determined to be outside the 0.2% annual chance floodplain. The only portion of the Project site located within the 100-year flood hazard area is Stove Pipe Creek, which traverses the Project site in a northeast-to-southeast orientation. Stove Pipe Creek is located within 'Zone A' of the FEMA FIRM Map, which indicates that no base flood elevations have been determined, but that the area is within the special flood hazard areas subject to inundation by the 100-year flood. (FEMA, 2008) Although the Project has been designed to avoid the 'Zone A' portions of the

Project site, some grading would be required adjacent to Stovepipe Creek, which may require a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from FEMA. The required EIR shall evaluate whether the proposed Project would exacerbate flood hazards either on- or off-site due to proposed grading adjacent to Stovepipe Creek.

j) *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: According to Figure 10, *Flood Hazards*, of the Riverside County General Plan's Elsinore Area Plan, the Project site is not located within a dam hazard zone (Riverside County, 2015a, Figure 10). The Project site is located approximately 1.7 miles north of a levee associated with Lake Elsinore, and 4.7 miles northwest of the Railroad Canyon Dam. The Project site is located at a higher elevation than Lake Elsinore and is thus not subject to inundation associated with levees associated with the Lake. Additionally, should the Railroad Canyon Dam fail, inundation would be limited to lands located between the dam and Lake Elsinore; thus, the Project site would not be subject to inundation in the event of failure of the Railroad Canyon Dam. The 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. Impacts would be less than significant, and further analysis of this topic is not required.

k) *Be subject to inundation by seiche, tsunami, or mudflow?*

Potentially Significant Impact: The Project site is located approximately 1.8 miles north of Lake Elsinore, which is the nearest body of water subject to seiches. Lake Elsinore incorporates ACOE flood control devices including a berm fill at the southern end of the lake to lower the potential for a seiche to occur (Lake Elsinore, 2011b, p. 3.9-36). In addition, due to the site's distance from Lake Elsinore, and the elevation difference between Lake Elsinore and the Project site (i.e., the Project site occurs approximately 250 feet in elevation above Lake Elsinore), the Project would not be subject to seiches. The proposed Project, is located approximately 25 miles from the Pacific Ocean, and has no potential to be affected by tsunamis (Google Earth, 2016). As shown on Figure 3.5, "Percent Slope," of the Lake Elsinore General Plan, the Project site is located in an area with a 0-15% percent slope grade, with a small minor portion of the Project site falling in the 15%-25% percent slope range. However, areas immediately to the north of the Project are shown on Figure 3.5 as having slopes exceeding 35% in gradient. (Lake Elsinore, 2011a, Figure 3.5) Although the slopes to the north of the site exhibit rock outcroppings, which generally would preclude the potential for substantial landslides that could affect future Project residents and structures, a Project-specific geotechnical report shall be prepared to evaluate the Project's potential to be affected by mudflow hazards, the results of which shall be documented in the required EIR.

4.10 LAND USE AND PLANNING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
<i>Would the project:</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Physically divide an established community?

No Impact: Under existing conditions, the Project site comprises vacant land that is undergoing reclamation activities. Future residential development as proposed by the Project would not result in the physical division of any of the existing nearby residential neighborhoods to the east, as the future development of up to 168 residential dwelling units and commercial uses on-site would provide public roadways and pedestrian/bicycle connections within and through the Project site. Additionally, no residential neighborhoods occur to the north, west, or south. Accordingly, the proposed Project would have no potential to physically divide an established community, and no impact would occur. Further analysis of this topic is not required.

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?

Potentially Significant Impact. The primary land use plan applicable to the Project area is the City of Lake Elsinore General Plan, which was adopted in 2011. The General Plan designates the northern 45.4 acres of the Project site as “Specific Plan,” with an “Extractive Overlay” applied to the majority of the northern portions of the site. The Alberhill Ranch Specific Plan designates the northern 45.4 acres of the site for “Commercial – Specific Plan” land uses.” The General Plan designates the southern 27.1 acres of the site for “General Commercial” land uses. As noted in Section 2.0, the Project proposes a General Plan Amendment to re-designate the southern 27.1 of the site for “Specific Plan,” and also proposes Amendment No. 3.1 to the Alberhill Ranch Specific Plan (ARSP) to detach the 45.4 acres of the site that are currently located within the ARSP area. With approval of the NRSP, the Project would be developed

with 168 dwelling units, 14.5 acres of commercial uses, and recreational uses. The required EIR shall evaluate the Project's proposed change in land uses for the site and shall disclose any potential environmental effects that would result. The Project also has the potential to conflict with individual policies within the General Plan that were adopted for the purpose of avoiding or mitigating an environmental effect. Additionally, the Project has the potential to conflict with provisions of the City of Lake Elsinore Municipal Code sections related to avoiding or mitigating an environmental effect. The required EIR shall evaluate the Project's potential to conflict with applicable General Plan policies and Municipal Code requirements. In addition, the Project also has the potential to conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), the Southern California Association of Government's (SCAG) Comprehensive Plan and Guide, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the SCAQMD AQMP, all of which were adopted to reduce or eliminate environmental effects. An analysis of Project consistency with the General Plan, Municipal Code, SCAG Comprehensive Plan and Guide, SCAG RTP/SCS, and SCAQMD AQMP shall be included in the required EIR.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

Potentially Significant Impact: The Project site is located within the "Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, California (SKR HCP)," although the Project site is not located in areas planned for conservation by the SKR HCP. The Project would be required to comply with Municipal Code Chapter 19.04, which requires a fee payment for the assemblage and maintenance of the reserve system for the Stephens' kangaroo rat. As such, the Project would have no potential to conflict with the SKR HCP.

The Project site is located within the Western Riverside County MSHCP, which is a comprehensive, multi-jurisdictional HCP focusing on conservation of species and their associated habitats in Western Riverside County. However, in 2004, the owners of the northern 45.4 acres of the Project site, along with other landowners, entered into a Settlement Agreement and Memorandum of Understanding ("Agreement") with the County of Riverside which, among other things, explicitly exempted the Project site from all provisions of the MSHCP. As a result of the Agreement, the MSHCP only applies to the southern 27.1 acres of the Project site.

The southern 27.1 acres of the Project site occur within MSHCP Criteria Cell 4169. According to the MSHCP, conservation within Cell 4169 will range from 10%-20% of the Cell focusing in the southwestern portion of the Cell. As the Project site occurs in the northern portions of Cell 4169, the Project would not conflict with the conservation criteria for Cell 4169. However, it is unknown whether the southern portions of the Project site contain riparian/riverine areas or vernal pools, which are regulated by MSHCP Section 6.1.2. The Project site abuts MSHCP Criteria Cells to the west and north and is therefore subject to the MSHCP Urban/Wildlife Interface Guidelines pursuant to MSHCP Subsection 6.1.4. Additionally, according to the MSHCP Conservation Summary Report Generator, the Project site is located in Proposed Linkage 2. The Project site is not located within the Criteria Area Species Survey Area (CASSA) for amphibian species or mammals; however, the Project site is located within the CASSA for the burrowing owl, which is regulated by MSHCP Subsection 6.3.2. Accordingly, a biological technical report shall be prepared to determine Project consistency with the provisions of MSHCP Subsections 6.1.2 and

6.1.4, as well as Subsection 6.3.2 as it pertains to the burrowing owl. (RCA, 2017) The required EIR shall disclose the results of the biological studies and shall evaluate the Project’s consistency with applicable MSHCP requirements.

4.11 MINERAL RESOURCES

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

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

Less-than-Significant Impact: According to the CDC, the Project site is located within Mineral Resource Zone (MRZ) 4. MRZ-4 represents “[a]reas of no known mineral occurrences where geologic information does not rule out either the presence or absence of significant mineral resources.” (CDC, 1991) In addition, the northern 45.4 acres of the Project site were formerly used for mining operations and are undergoing reclamation, and all known mineral resources of economic value have been extracted from the northern portions of the Project site. Accordingly, the Project would not result in the loss of any known mineral resource that would be of value to the region and the residents of the state, and impacts would be less than significant. No further analysis of this topic is required.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Less-than-Significant Impact: The City of Lake Elsinore General Plan and Alberhill District Plan apply an Extractive Overlay to a majority of the Project site, which “...provides for continued operations of extractive uses, such as aggregates, coal, clay mining, and certain ancillary uses” (Lake Elsinore, 2011a, Figure 2.1A and p. 2-18). The Alberhill District Plan acknowledges that “the Alberhill District [including the Project site] is at a crossroads and is poised to transition from a region with large quantities of extractive activities to a series of master planned communities” (Lake Elsinore, 2011a, p. AH-6). The northern 45.4 acres of the Project site were formerly used for mining operations and are undergoing reclamation. All known mineral resources of economic value have been extracted from the northern portions of the Project site. Accordingly, the Project would not result in the loss of any locally-important

mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, and impacts would be less than significant.

4.12 NOISE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
<i>Would the project:</i>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Result in the 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?**

Potentially Significant Impact: Project-related construction activities as well as long-term operational activities (including projected increases in vehicular travel along area roadways) may expose persons in the vicinity of the Project site to noise levels in excess of standards established by the City’s General Plan and Municipal Code Chapter 17.176 (Noise Control). An acoustical analysis shall be prepared and the

required EIR shall analyze the potential for the Project to expose people, on- or off-site, to noise levels in excess of established noise standards.

b) *Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Potentially Significant Impact: Construction activities on the Project site may produce groundborne vibration or groundborne noise levels during earthwork/grading and/or during the operation of heavy machinery. Operationally, the proposed residential, retail, and recreational land uses are not anticipated to present any groundborne vibration impacts. Nonetheless, the required EIR shall analyze the potential of the Project to expose persons to excessive groundborne vibration during construction and operation.

c) *Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Potentially Significant Impact: Construction of the Project as proposed could produce noise levels that would expose nearby sensitive receptors to noise levels exceeding the City's standards. Additionally, build-out and long-term operation of the Project would generate increased vehicular traffic, which has the potential to cause an increase in ambient noise levels. A site-specific acoustical study shall be prepared for the proposed Project to identify potential increases in ambient noise during both construction and operation, and to analyze the potential for Project-related noise to increase ambient noise to a level that would be considered substantial and permanent compared to existing conditions and/or would result in noise levels in excess of those permitted by the City's General Plan Noise Element and/or Municipal Code. The results of the acoustical study shall be summarized and incorporated into the required EIR.

d) *Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Potentially Significant Impact: During Project-related construction activities, there would be a temporary or periodic increase in ambient noise levels in the Project vicinity above existing levels due to temporary construction traffic and the temporary and periodic operation of construction equipment. Chapter 17.176 of the City's Municipal Code (Noise Control) regulates noise sources within the City and imposes timing restrictions for construction activities and identifies maximum noise levels that should not be exceeded. Regardless, a site-specific acoustical study shall be prepared for the Project to identify the potential for temporary or periodic increases in ambient noise levels and whether the projected increase would be considered substantial compared to existing conditions. The results of the acoustical study shall be summarized and incorporated into the required EIR.

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?*

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?*

Less-than-Significant Impact: The Project site is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest public airport is the March Air Reserve

Base, located approximately 12 miles northeast of the Project site, and the Project is not located within the Airport Influence Area of the March Air Reserve Base (MARB). According to the Airport Land Use Compatibility Plan (ALUCP) for the MARB, the Project site is located within the Airport Influence Area for the MARB (RCALUC, 2014, Map MA-1). The nearest airport to the proposed Project is Skylark Field, a private use airport located 5.7 miles southeast of the Project site. The Project site is too far from Skylark Field to be affected by substantial airport-related noise. (Lake Elsinore, 2011a, Figure 2-7; Google Earth, 2016) As such, the proposed Project would not expose people residing or working in the area to excessive noise levels associated with public airports, and no impact would occur. No further analysis of this topic is required.

4.13 PALEONTOLOGICAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
<i>Would the project:</i>				
a. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact: According to the City of Lake Elsinore General Plan, the Project site has “Low Potential” to yield nonrenewable paleontological resources (Lake Elsinore, 2011a, Figure 4.6). Due to the potential for subsurface paleontological resources on the Project site, a site-specific paleontological assessment shall be conducted for the site to determine whether Project development would result in significant impacts to paleontological resources. The required EIR shall evaluate the Project’s potential to result in impacts to paleontological resources that may be buried beneath the site’s surface.

4.14 POPULATION AND HOUSING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
<i>Would the project:</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
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"/>

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)?

Potentially Significant Impact: The northern 45.4 acres of the Project site are designated by the Alberhill Ranch Specific Plan for “Commercial – Specific Plan” land uses, while the southern portions of the site are designated by the City’s General Plan for “General Commercial” land uses. The Project proposes to change the site’s existing land use designations to allow for the development of 168 residential dwelling units, 14.5 acres of commercial retail uses, and open space and recreational land uses. Residential uses proposed by the Project would result in a future population increase of 628 persons, while commercial uses on site are anticipated to result in approximately 319 employees (USCB, 2016; SCAG, 2001, Table 2A). Thus, the required EIR shall evaluate the Project’s potential to result in substantial population growth in the area, either directly or indirectly, that could result in significant environmental effects.

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

No Impact: Under existing conditions, the Project site does not contain any housing. Accordingly, the proposed Project would have no potential to displace existing housing, necessitating the construction of replacement housing elsewhere, and no impact would occur. Further analysis of this subject is not required.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact: Under existing conditions, the Project site does not contain any housing and contains no residents. Accordingly, the proposed Project would have no potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere, and no impact would occur. No further analysis of this subject is required.

4.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact.	No Impact
<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:</i>				
a. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. School?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?**

Potentially Significant Impact: Under existing conditions, fire protection services to the Project site are provided by the Riverside County Fire Department at the McVicker Park Station #85, located at 29405 Grand Avenue, approximately 3.7 roadway miles from the Project site (Google Earth, 2016). The Project proposes 168 dwelling units, approximately 14.5 acres of commercial uses, and recreational uses. Implementation of the Project would result in the introduction of approximately 628 residents and 319 jobs (USCB, 2016; SCAG, 2001, Table 2A). The increase in buildings, employees, visitors, and residential population on-site has the potential to directly or cumulatively impact the County’s existing fire protection services and could result in the need for new or physically altered facilities as necessary to maintain acceptable service ratios, response times, or other performance objectives. Accordingly, impacts would be potentially significant and shall be evaluated in the required EIR.

- b) **Result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?**

Potentially Significant Impact: Police protection services to the Project site are provided by the Riverside County Sheriff’s Department as a contract service to the City at the Lake Elsinore Station, located at 333 Limited Street, approximately 4.1 roadway miles from the Project site (Google Earth, 2016). According to the County’s General Plan EIR, the acceptable ratio for police services is 1.5 sworn officers per every 1,000 persons (Riverside County, 2015b, Table 4.17-H). The proposed Project would generate a future residential population of approximately 628 persons and 319 jobs (USCB, 2016; SCAG, 2001,

Table 2A). Thus, buildout of the proposed Project would generate a demand for approximately one sworn officer. The increase in buildings and population on-site has the potential to directly or cumulatively impact the City's existing police protection services and could result in the need for new or physically altered facilities as necessary to maintain acceptable service ratios, response times, or other performance objectives. Accordingly, impacts would be potentially significant and shall be evaluated in the required EIR.

- c) ***Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?***

Potentially Significant Impact: The Project proposes 168 residential dwelling units and 14.5 acres of commercial uses. The Project would generate approximately 44 elementary school students based on the elementary school student generation rate provided by the Lake Elsinore Unified School District, which is 0.2644 student/unit (168 dwelling units \times 0.2644 students/unit = 44 students). Based on the middle school generation rate of 0.1315 students/unit, the Project would generate 22 middle school students (168 dwelling units \times 0.1315 students/unit = 22 students). Based on the high school generation rate of 0.1743 students/unit, the Project would generate approximately 29 high school students (168 dwelling units \times 0.1743 students/unit = 29 students) (LEUSD, 2017). Thus, the Project would result generate a total of 95 students per year. The Project's projected increase in student population could exceed the capacity of existing or planned school facilities and could result in the need for new or physically altered facilities as necessary to maintain acceptable service ratios, response times, or other performance objectives. Accordingly, impacts would be potentially significant and shall be evaluated in the required EIR.

- d) ***Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, or the need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?***

Potentially Significant Impact: The Project proposes a total of 168 dwelling units, which would generate a future population of 628 residents (USCB, 2016). The City of Lake Elsinore Parks and Recreation Master Plan specifies that the minimum park standard is 5.0 acres for each 1,000 residents (Lake Elsinore, 2008, p. 8-1). Thus, the Project's future population of 628 residents would result in the need for 3.1 acres of parkland (628 persons \times 5.0 acres / 1,000 persons = 3.1 acres). The Project proposes to provide 8.3 acres of active and passive recreation on-site. Thus, the Project provides sufficient parkland on-site to meet the City of Lake Elsinore requirement of 5.0 acres of parkland per 1,000 persons. Nonetheless, the construction of recreational facilities on-site could result in adverse impacts to the environment, and such impacts shall be evaluated and disclosed in the required EIR. Additionally, the required EIR shall evaluate whether proposed recreational facilities on-site would meet the City's objective to provide 5 acres of usable parkland per 1,000 population, or if off-site parkland would be needed to serve future Project residents that could result in adverse environmental effects.

- e) **Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, medical facilities, or any other facilities; or the need for new or physically altered library facilities, medical facilities, or any other 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 these public services?**

Less-than-Significant Impact: The Project proposes 168 dwelling units yielding a projected future population of 628 persons, which would result in an incremental demand for library facilities. The Project’s demand for new library space would be met through collection of Development Impact Fees that would be used to fund the expansion of the current library or to develop additional branch library to meet this demand. Pursuant to Lake Elsinore Municipal Code Chapter 16.34.060, the Project Applicant would be required to pay impact fees for library facilities. The City of Lake Elsinore currently assesses this fee to help pay for library needs and other public facilities and services. Moreover, the City is obligated to provide for adequate library space. As such, Project impacts to library facilities would be less than significant.

The Project would permanently increase the local population and would result in an increase for the demand for medical facilities. The provision of private health care is largely based on economic factors and demand is beyond the scope of analysis required for this Initial Study. The Project would increase the City’s population by approximately 628 residents. Such an increase would not substantially increase the demand for medical facilities in the City or region. Thus, Project-related impacts to medical facilities in the City would be less than significant.

There are no other public services that would be impacted by the Project. Accordingly, and based on the foregoing analysis, impacts to other public services would be less than significant and no further analysis of this topic is required.

4.16 RECREATION

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

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

Potentially Significant Impact: The Project proposes the construction of up to 168 homes on-site, which would result in an increase to the City’s population by 628 persons (168 dwelling units x 3.74 persons per household = 628 future residents) (USCB, 2016). The City of Lake Elsinore Parks and Recreation Master Plan specifies that the minimum park standard is 5.0 acres for each 1,000 residents (Lake Elsinore, 2008, p. 8-1). Thus, the Project’s future population of 628 residents would result in the need for 3.1 acres of parkland (628 persons x 5.0 acres / 1,000 persons = 3.1 acres). The Project proposes to provide 8.3 acres of active and passive recreation on-site. Thus, the Project provides sufficient parkland on-site to meet the City of Lake Elsinore requirement of 5.0 acres of parkland per 1,000 persons. Impacts associated with the construction of recreational uses on-site would be evaluated under the appropriate issue subheading in the required EIR (e.g., biological resources, cultural resources, etc.). Additionally, there is a potential that the proposed Project could result in a demand for parkland that exceeds the recreational uses provided on-site, which could in turn result in adverse effects to existing parkland within the surrounding area; the Project’s potential to impact off-site parkland such that physical deterioration would occur or be accelerated shall be evaluated in the required EIR.

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

Potentially Significant Impact: As noted above in Threshold 4.16.a, buildout of the proposed Project would result in a total demand for 3.1 acres of parkland, and proposes to provide a total of 8.3 acres of active and passive parkland. Impacts associated with the construction of recreational uses on-site would be evaluated under the appropriate issue subheading in the required EIR (e.g., biological resources, cultural resources, etc.). Additionally, the required EIR also shall disclose whether the proposed Project would result in or require improvements to parkland off-site in order to meet the City’s parkland requirements of 5.0 acres of parkland per 1,000 residents, or if the Project would require off-site parkland development that could result in significant physical impacts to the environment.

4.17 TRANSPORTATION AND TRAFFIC

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
<i>Would the project:</i>				
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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?

Potentially Significant Impact: The proposed Project would add vehicular traffic to the local and regional roadway network, which has the potential to adversely affect the performance of the circulation system on a direct and/or cumulative basis. The City of Lake Elsinore considers Level of Service (LOS) “D” to be acceptable at most intersections, while LOS “E” is acceptable in both the Main Street Overlay area and the Ballpark District Planning Districts (Lake Elsinore, 2011b, p. 3.4-58). A site-specific traffic study shall be prepared according to the City of Lake Elsinore standards. The traffic study shall quantify the volume of vehicular traffic anticipated to travel to and from the Project site. The traffic study shall model the effects of Project-related traffic on the local circulation system, taking all modes of transportation into account. The required EIR shall disclose the findings of the site-specific traffic study and evaluate the Project’s potential to conflict with applicable plans, ordinances, and policies that establish a minimum level of performance for the local circulation system.

- 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?***

Potentially Significant Impact: Traffic generated by the proposed Project has the potential to impact the Riverside County Congestion Management Program (CMP) roadway network. Nearby facilities with the potential to be impacted by Project-related traffic includes I-15, located directly to the west of the Project site, and SR-74, located approximately 0.6 mile south of the Project site (RCTC, 2011, Exhibit 2-1). Potential effects to the CMP roadway system shall be evaluated in a Project-specific traffic study, and the results of this study shall be used in the required EIR to determine the Project's consistency with the Riverside County CMP, including applicable level of service standards and travel demand/congestion management measures.

- 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 Project does not propose any airports or heliports and would result in only a nominal increase in airport-related traffic. According to mapping information from the Riverside County Geographic Information System (GIS) databases, the Project site is not located within any adopted airport land use plans or airport influence areas. The nearest airport facility to the Project site is Skylark Field, a private use airport that is located approximately 5.7 miles southeast of the proposed Project site (RCIT, 2018). Given the Project site's distance from Skylark Field, the Project has little to no potential to result in a change in air traffic patterns, including an increase in traffic levels or a change in location that could result in substantial safety risks. Accordingly, no impact would occur and further analysis of this topic is not required.

- d) ***Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?***

Potentially Significant Impact: All proposed improvements within the public rights-of-way would be installed in conformance with City design standards. Nonetheless, a site-specific traffic impact analysis shall be prepared for the Project and shall evaluate the potential of hazards due to design features on the Project site. The results shall be disclosed in the required EIR.

- e) ***Result in inadequate emergency access?***

Potentially Significant Impact: The Project site is not identified as an emergency access route on any local or regional plans. The Project would be required to maintain emergency access during construction and would improve emergency access through the site with the construction of a proposed connection between Nichols Road and the north-south oriented portion of El Toro Road. Additionally, as part of their review of the proposed Project, the Riverside County Fire Department would review Project plans to ensure they adequately accommodate emergency access upon buildout of the Project. Nonetheless, there is a potential the Project could result in inadequate emergency access during either construction or operation of the Project. Accordingly, the required EIR shall evaluate whether the Project would result in inadequate emergency access during either near-term construction activities or under long-term operating conditions.

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?

Potentially Significant Impact: The 2011 City of Lake Elsinore General Plan identifies Class II bike lanes on Nichols Road north of the Project site, and also identifies a proposed Regional Trail along Nichols Road. Riverside County also designates Stovepipe Creek as a Regional Trail. There are no existing or planned bus stops along the Project’s frontage with Nichols Road. The required EIR shall evaluate whether the proposed Project would conflict with any General Plan policies related to public transit, bicycle, and pedestrian facilities, and/or whether the Project would decrease the performance or safety of such facilities.

4.18 TRIBAL CULTURAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
<i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>				
a. Listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or

eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

- b) **Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

Potentially Significant Impact: The provisions of Public Resources Code § 21074 were established pursuant to Assembly Bill 52 (AB 52) and the provisions of AB 52 apply to projects, such as the proposed Project, that have a notice of preparation (NOP) or a notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015. Pursuant to AB 52 as well as the provisions of Senate Bill 18 (SB 18), the City of Lake Elsinore as Lead Agency is required to conduct consultation with any interested Tribes regarding the Project’s potential impacts to cultural resources, including tribal cultural resource as defined in Public Resources Code § 21074. The required EIR shall document the results of the AB 52 and SB 18 consultation processes and shall evaluate whether implementation of the Project would result in adverse effects to tribal cultural resources.

4.19 UTILITIES AND SERVICE SYSTEMS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
<i>Would the project:</i>				
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 wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Require or result in the construction of new water treatment facilities or expansion of existing facilities, the	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact.</i>	<i>No Impact</i>
construction of which could cause significant environmental effects?				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
h. Require or result in the construction of new electrical, natural gas or telecommunication facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less-than-Significant Impact: Wastewater generated by the proposed Project would be conveyed via existing and wastewater pipelines and treated at the EVMWD Regional Water Reclamation Facilities, located 1.4 miles south of the Project site. Wastewater generated by the Project would consist of typical household and commercial wastewater and would not have the potential to cause EVMWD’s facilities to fail to meet RWQCB treatment requirements. The EVMWD’s treatment plants are required by the RWQCB to comply with all of its wastewater treatment requirements, and compliance with these requirements is expected to continue upon implementation of the proposed Project. Accordingly, the proposed Project would not exceed the wastewater treatment requirements of the RWQCB, and a less-than-significant impact would occur. No further analysis of this topic is required.

b) Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact: Sewer service to the Project site would be provided by EVMWD. All wastewater flows from the Project site would be conveyed to the Regional Water Reclamation Facility. The Project would construct on- and off-site connections to existing sewer infrastructure, including a proposed sewer lift station, which could result in adverse effects to the environment. Additionally,

Project-generated wastewater has the potential to exceed the treatment capacity at the Regional Water Reclamation Facility. The required EIR shall describe the Project's proposed wastewater conveyance facilities and shall evaluate whether the construction of such facilities would result in significant environmental effects. The required EIR also shall evaluate whether new or expanded treatment facilities would be needed to serve the Project.

c) *Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?*

Potentially Significant Impact: Water service in the Project area is provided by the EVMWD. The EVMWD prepared its most recent Urban Water Management Plan (UWMP) update in June 2016. The demand projections in the UWMP are based on information about planned development and land uses; thus, for undeveloped areas, the UWMP relies on the land use inputs from the General Plans within the EVMWD service area. Thus, the UWMP would have assumed that the Project site would be developed with commercial land uses, only. The Project proposes 168 dwelling units, 14.5 acres of commercial retail uses, and 8.3 acres of active and passive recreational uses. Land uses proposed by the Project are therefore not consistent with the land use inputs utilized in the UWMP. Thus, there is a potential that the Project's water demand could exceed the capacity of the EVMWD resulting in a significant impact. Accordingly, the required EIR shall evaluate whether the EVMWD has sufficient supplies to serve the Project, in light of its existing commitments, during normal years, dry year, and multiple dry year conditions.

d) *Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Potentially Significant Impact: As indicated under the discussion and analysis of Threshold 4.19.c), the Project proposes 168 dwelling units, 14.5 acres of commercial retail uses, and 8.3 acres of active and passive recreational uses, which are not consistent with the growth assumptions used in EVMWD's UWMP. Thus, there is a potential that the Project's water demand could exceed the capacity of the EVMWD resulting in a significant impact. Additionally, the Project would require on- and off-site improvements to provide connections between existing EVMWD facilities and the proposed uses on site, and the construction of such connections could have a significant environmental effect. Accordingly, the required EIR shall evaluate whether the Project would result in or require the construction or expansion of water treatment facilities, the construction of which could cause significant environmental effects.

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?*

Potentially Significant Impact: Sewer service to the Project site would be provided by EVMWD. All wastewater flows from the Project site would be conveyed to the Regional Water Reclamation Facility. The required EIR shall evaluate whether there is adequate capacity to serve the Project's projected demand in addition to EVMWD's existing and projected commitments.

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

Potentially Significant Impact: Construction and operation of the proposed Project would result in the generation of solid waste, requiring disposal at a landfill. Solid waste generated by the Project would be handled by CR&R Waste Services, which is under a franchise agreement with the City of Lake Elsinore. Solid waste from the Project could be disposed at the El Sobrante Landfill, the Lamb Canyon Landfill, or the Badlands Landfill. The operation of 168 single-family dwelling units, 14.5 acres of commercial retail, and 8.3 acres of active and passive recreational areas would generate an increase solid waste that would require off-site disposal. The required EIR shall evaluate whether the Project's incremental contribution of solid waste to landfill facilities would result, on a direct or cumulative basis, in an exceedance to the available capacity of the landfills. The required EIR also shall evaluate whether any new or expanded solid waste facilities would be required to serve the Project.

- g) ***Comply with federal, state, and local statutes and regulations related to solid waste?***

Less-than-Significant Impact: The California Integrated Waste Management Act (Assembly Bill, AB, 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the bill established a 50% waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Per the requirements of the Integrated Waste Management Act, the Riverside County Board of Supervisors adopted the Riverside Countywide Integrated Waste Management Plan (CIWMP), which outlines the goals, policies, and programs the County and its cities (including the City of Lake Elsinore) will implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates.

During construction activities, the Project would be required to comply with City of Lake Elsinore Municipal Code Chapter 14.12 (Construction and Demolition Waste Management), which requires the diversion of a minimum of 50 percent of construction and demolition debris that would be generated by construction activities. Additionally, and in order to assist the County of Riverside and City of Lake Elsinore in achieving the mandated goals of the Integrated Waste Management Act, the Project Applicant would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. The implementation of these programs would reduce the amount of solid waste generated by the Project and conveyed to landfills, which in turn would aid in the extension of the life of affected disposal sites as compared to the site's existing commercial land use designation. Furthermore, the Project would be subject to mandatory compliance with all federal, state, and local regulations related to solid waste. Additionally, landfills that would serve the Project are required to comply with federal, state, and local statutes and regulations related to solid waste. Compliance with federal, state, and local statutes would reduce the amount of solid waste generated by the proposed Project and diverted to landfills, which in turn would aid in the extension of the life of affected disposal sites. The Project would comply with all applicable solid waste statutes and regulations; as such, impacts would be less than significant. No further analysis of this topic is required.

- h) Require or result in the construction of new electrical, natural gas or telecommunication facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?**

Potentially Significant Impact: The Project would require new utility connections for electrical, natural gas, and telecommunication facilities. The required EIR shall evaluate the Project’s proposed utility connections under appropriate subject areas (i.e., biological resources, cultural resources, etc.), and shall disclose whether any of the Project’s proposed utility connections would result in physical impacts to the environment.

4.20 MANDATORY FINDINGS OF SIGNIFICANCE

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

- a) 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?

Potentially Significant Impact: Implementation of the Project has the potential to alter the quality of the existing physical environment. The introduction of residential, commercial, and recreational uses to the area may restrict the range of sensitive animal species with a potential to occur on-site and/or could reduce habitat for sensitive plant or animal species. A site-specific biological investigation will be conducted to determine whether any sensitive animals, sensitive plant species, and/or sensitive plant communities occur on the Project site. With respect to archeological and paleontological resources, conversion of the site from undeveloped to developed property has the potential to impact and possibly eliminate important examples of the major periods of California history and/or prehistory. Accordingly, these issues shall be further evaluated in the Project's EIR.

b) *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)?*

Potentially Significant Impact: Implementation of the Project has the potential to result in cumulatively considerable impacts, particularly with respect to the following issue areas: air quality; biological resources; greenhouse gas emissions; land use and planning; hydrology and water quality; noise; traffic and transportation; and public services. Accordingly, the Project's EIR shall evaluate the Project's potential to result in cumulatively-considerable impacts.

c) *Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Potentially Significant Impact: The potential for the proposed Project to directly or indirectly affect human beings shall be evaluated throughout all applicable sections of the required EIR.

5.0 REFERENCES

The following documents were referred to as information sources during the preparation of this document.

Cited As:	Source:
CARB, 2017	California Air Resources Board, 2017. <i>Area Designations Maps/State and National (web site)</i> . Accessed March 2018. Retrieved from: http://www.arb.ca.gov/desig/adm/adm.htm
CDC, 1991	California Department of Conservation, 1991. <i>Mineral Land Classification Map of the Southern Temescal Valley Area, Riverside County, California</i> . 1991. Retrieved from: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_165/Plate%203B.pdf
CDC, 2016	California Department of Conservation (CDC). 2016. <i>Riverside County Williamson Act FY 2015/2016</i> . 2016. Retrieved from: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Riverside_w_15_16_WA.pdf .
CDC, 2017	California Department of Conservation (CDC). 2017. <i>Riverside County Important Farmland 2016</i> . July 2017. Retrieved from: http://www.conservation.ca.gov/dlrp/fmmp/Pages/Riverside.aspx .
Caltrans, 2011	California Department of Transportation (Caltrans), 2011. <i>California Scenic Highway Mapping System, Riverside County</i> . September 07, 2011. Retrieved from: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/ .
DTSC, 2018	Department of Toxic Substances Control, 2018. <i>Envirostor Cleanup Site Map (web site)</i> . Accessed March 2018. Retrieved from: http://www.envirostor.dtsc.ca.gov/public/
EVMWD, 2016a	Elsinore Valley Municipal Water District (EVMWD), 2016. <i>2015 Urban Water Management Plan</i> . June 2016. Retrieved from: http://www.evmwd.com/civica/filebank/blobdload.asp?BlobID=31890 .
EVMWD, 2016b	Elsinore Valley Municipal Water District (EVMWD), 2016. <i>2016 Water System Master Plan</i> . August 2016. Retrieved from: http://www.evmwd.com/civica/filebank/blobdload.aspx?BlobID=32038 .

Cited As:	Source:
EVMWD, 2016c	Elsinore Valley Municipal Water District (EVMWD), 2016. <i>2016 Sewer System Master Plan</i> . August 2016. Retrieved from: http://www.evmwd.com/civica/filebank/blobdload.asp?BlobID=32037 .
FEMA, 2008	Federal Emergency Management Agency (FEMA), 2008. <i>Flood Insurance Rate Map (FIRM) Map No. 06065C2028G</i> . August 28, 2008. Retrieved from: https://msc.fema.gov/portal .
Google Earth, 2016	Google Earth Pro, 2016. <i>Aerial Imagery for Project Site and Surrounding Areas</i> . October 21, 2016. Retrieved from: https://www.google.com/earth/explore/products/desktop.html .
Lake Elsinore, 2008	Lake Elsinore, 2008. <i>City of Lake Elsinore Parks and Recreation Master Plan 2008-2030</i> . Retrieved from: www.lake-elsinore.org/home/showdocument?id=9802 .
Lake Elsinore, 2011a	Lake Elsinore, 2011. <i>City of Lake Elsinore General Plan</i> . December 13, 2011. Retrieved from: http://www.lake-elsinore.org/index.aspx?page=909 .
Lake Elsinore, 2011b	Lake Elsinore, 2011. <i>City of Lake Elsinore General Plan Update Final Recirculated Program Environmental Impact Report</i> . December 13, 2011. Retrieved from: http://www.lake-elsinore.org/index.aspx?page=913 .
Lake Elsinore, 2014	Lake Elsinore, 2014. <i>City of Lake Elsinore Zoning Map</i> . September 23, 2014. Retrieved from: http://www.lake-elsinore.org/home/showdocument?id=15059 .
Lake Elsinore, 2017	Lake Elsinore, 2017. <i>Municipal Code</i> . August 8, 2017. Retrieved from: http://www.codepublishing.com/CA/LakeElsinore/
LEUSD, 2017	Lake Elsinore Unified School District, 2017. <i>Lakeshore Town Center Project</i> . May 23, 2017. Available for review at the City of Lake Elsinore Planning Division (130 South Main Street Lake Elsinore, CA 92530).
RCA, 2017	Regional Conservation Authority, 2017. <i>RCA MSHCP Information App (web site)</i> . Accessed March 2018. Retrieved from: http://wrcrca.maps.arcgis.com/apps/webappviewer/index.html?id=2ba3285ccc8841ed978d2d825e74c5fa
RCALUC, 2014	Riverside County Airport Land Use Commission, 2014. <i>March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan</i> . November 13, 2014. Retrieved from:

Cited As:	Source:
	http://www.rcaluc.org/Portals/0/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700
RCIT, 2018	Riverside County Information Technology (RCIT), 2018. <i>Map My County-Riverside County</i> (web site). Accessed March 2018. Retrieved from: https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public
RCTC, 2011	Riverside County Transportation Commission, 2011. <i>2011 Riverside County Congestion Management Program</i> . December 14, 2011. Retrieved from: http://www.rctc.org/uploads/media_items/congestionmanagementprogram.original.pdf
Riverside County, 2015a	Riverside County, 2015. <i>Riverside County General Plan - Elsinore Area Plan</i> . December 8, 2015. Retrieved from: http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx .
Riverside County, 2015b	Riverside County, 2015. <i>County of Riverside Environmental Impact Report No. 521</i> . February 2015. Retrieved from: http://planning.rctlma.org/ZoningInformation/GeneralPlan/GeneralPlanAmendmentNo960EIRNo521CAPFebruary2015/DraftEnvironmentalImpactReportNo521.aspx
RWQCB, 2010	Regional Water Quality Control Board, Santa Ana Region, 2010. <i>Santa Ana Region Basin Plan</i> . February 2016. Retrieved from: https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/
SCAG, 2001	Southern California Association of Governments (SCAG), 2001. <i>Employment Density Study Summary Report</i> . October 31, 2001. Retrieved from: https://www.mwcog.org/uploads/committee-documents/YV5WXFhW20110503134223.pdf .
SCAQMD, 1976	South Coast Air Quality Management District, 1976. <i>Rule 402: Nuisance</i> . May 7, 1976. Retrieved from: http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf
SCAQMD, 2017	South Coast Air Quality Management District, 2017. <i>Final 2016 Air Quality Management Plan</i> . March 2017. Retrieved from:

Cited As:

USCB, 2016

Source:

<http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>

United States Census Bureau (USCB), 2016. *QuickFacts Lake Elsinore, CA*. July 1, 2016. Retrieved from:
<https://www.census.gov/quickfacts/fact/table/US/PST045216>.



NOTICE OF PREPARATION CITY OF LAKE ELSINORE

TO: Surrounding Property Owners

FROM: City of Lake Elsinore
Attn: Mr. Justin Kirk, Senior Planner
130 South Main Street
Lake Elsinore, CA 92530

DATE: May 24, 2018

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NICHOLS RANCH SPECIFIC PLAN PROJECT (PLANNING APPLICATION NO. 2017-29, SPECIFIC PLAN NO. 2018-01, AND RELATED APPLICATIONS)

The CITY OF LAKE ELSINORE will be the Lead Agency and will prepare an environmental impact report (EIR) for the project described below. In compliance with Section 15082 of the CEQA Guidelines, the City of Lake Elsinore is sending this Notice of Preparation (NOP) to responsible agencies, interested parties, and other agencies which may be involved in approving or permitting the project, and to trustee agencies responsible for natural resources affected by the project. A copy of the project's Initial Study, which contains detailed information about the project and its potential environmental effects, is available for public review at the City of Lake Elsinore Planning Division, 130 South Main Street, Lake Elsinore, CA and online at:

<http://www.lake-elsinore.org/city-hall/city-departments/community-development/planning/ceqa-documents-available-for-public-review>

The purpose of this NOP is to solicit the views of agencies and individuals as to the scope and content of the EIR. A 30-day review and comment period for this NOP is provided under State law. Please have your response postmarked by **June 24, 2018**. Please send your response to **Mr. Justin Kirk** at the address shown above. Please provide contact information including name, phone number, and e-mail address.

PROJECT LOCATION

The Nichols Ranch project site is located east of and adjacent to I-15, south of Nichols Road, and west of Wood Mesa Court/El Toro Road in the City of Lake Elsinore, and encompasses Assessor's Parcel Numbers 389-200-038, 389-210-008, 389-210-032, 389-210-034, and 389-210-036. (Latitude 32°42'27" N, Longitude -117°21'1" W)

PROJECT DESCRIPTION

The Project proposes applications for a General Plan Amendment (GPA No. 2018-01), Specific Plan (SP No. 2018-01), an Amendment to the Alberhill Ranch Specific Plan (SPA No. 2017-03), a Tentative Parcel Map (TPM No. 37465), Tentative Tract Map (TTM No. 37305), and a Change of Zone (ZC No. 2018-01). The project seeks to establish the Nichols Ranch Specific Plan over the 72.5-acre property, which proposes 168 single-family dwelling units on approximately 31.1 acres; 14.5 acres of commercial retail accommodating a 130-room hotel, 20,900 square feet (s.f.) of restaurant use, 4,400 s.f. of commercial retail uses, an 8,000 s.f. health and fitness club, and a gas station with 16 fueling stations; recreational open space on 8.3 acres; drainage basins on 5.5 acres; 1.3 acres of open space; 6.5 acres of floodway; and 5.3 acres for backbone on-site roadways.

ENVIRONMENTAL REVIEW

Based upon technical analysis and supporting information, the City has determined that the proposed project could result in potentially significant environmental impacts, and an EIR is the appropriate CEQA document. The environmental topics that will be addressed in the Draft EIR are as follows:

- Aesthetics;
- Air Quality;
- Biological Resources;
- Geology/Soils;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Historical and Archaeological Resources;
- Hydrology/Water Quality;
- Land Use/Planning;
- Noise;
- Paleontological Resources;
- Population/Housing;
- Public Services;
- Recreation;
- Transportation/Traffic;
- Utilities/Service Systems; and
- Mandatory Findings of Significance.

The EIR will also identify alternatives to the proposed project that would be capable of reducing or eliminating one or more of the significant environmental effects of the proposed project.

The following issue areas will not be discussed in the EIR because less-than-significant impacts have been identified, and more fully discussed in the project's Initial Study: Agricultural Resources and Mineral Resources.

PUBLIC SCOPING MEETING

A SCOPING SESSION has been scheduled in order to bring together and resolve the concerns of affected federal, state and local agencies, the proponent of the proposed project, and other interested persons; as well as inform the public of the nature and extent of the proposed project, and to provide an opportunity to identify the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in depth in the EIR and help eliminate from detailed study issues found not to be important. The Scoping Session is not a public hearing on the merit of the proposed project and NO DECISION on the project will be made. Public testimony is limited to identifying issues regarding the project and potential environmental impacts. The project proponent will not be required to provide an immediate response to any concerns raised. The project proponent will be requested to address any concerns expressed at the Scoping Session, through revisions to the proposed project and/or completion of a Final Environmental Impact Report, prior to the formal public hearing on the proposed project. Mailed notice of the public hearing will be provided to anyone requesting such notification.

TIME OF SCOPING SESSION: 6:00 p.m. or as soon as possible thereafter.

DATE OF SCOPING SESSION: JUNE 14th, 2018

PLACE OF SCOPING SESSION: LAKE ELSINORE CULTURAL ARTS CENTER
183 NORTH MAIN STREET
LAKE ELSINORE, CA 92530

As indicated above, please have your response postmarked by **June 24, 2018** and send to **Mr. Justin Kirk** at the City of Lake Elsinore Planning Division, 130 South Main Street, Lake Elsinore, CA.

Signature: _____



Name: Jerrica Harding, AICP, Environmental Planning Consultant

Date: **May 24, 2018**

Phone: (714) 505-6360, ext. 101

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING

464 WEST FOURTH STREET, 6th FLOOR, MS 725

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4147

FAX (909) 383-5936

TTY 711

www.dot.ca.gov/dist8

*Making Conservation
a California way of Life.*

July 26, 2018

RIV 15 PM 23.59

Mr. Justin Kirk
City of Lake Elsinore
130 South Main Street
Lake Elsinore, CA 92530

Subject: Nichols Ranch Specific Plan – Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)

Dear Mr. Kirk

The California Department of Transportation (Caltrans) has completed the review of Draft Initial Study (IS) /Notice of Preparation (NOP) prepared for the Nichols Ranch Specific Plan. The project seeks to establish the Nichols Ranch Specific Plan over a 72.5-acre property, which proposes:

- 168 single-family dwelling units on approximately 31.1 acres,
- 14.5 acres of commercial retail accommodating a 130-room hotel,
- 20,900 square feet of restaurant use,
- 4,400 square feet of commercial retail uses,
- 8,000 square foot health and fitness club,
- gas station with 16 fueling stations,
- recreational open space on 8.3 acres,
- drainage basins on 5.5 acres,
- 1.3 acres of open space,
- 6.5 acres of floodway; and
- 5.3 acres for backbone on-site roadways.

The Project site is located in the northeastern portion of the City of Lake Elsinore. More specifically, the Project site is located east of and adjacent to the Interstate 15 (I-15) mainline, south of Nichols Road, west of Wood Mesa Court/El Toro Road and immediately north of Temescal Canyon High School in the City of Lake Elsinore.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. Under the California Environmental Quality Act (CEQA), we are required to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Lake Elsinore, it is also subject to the policies and regulations that govern the SHS due to the project's potential impact to State facilities.

After reviewing the Draft Initial Study/Mitigated Negative Declaration for this proposal, we have the following comments:

Traffic Forecasting

Caltrans aims to enhance the operation of the SHS to facilitate and optimize the movement of people, goods, and services in a safe and efficient manner. Due to the scope of the Project, it appears there may be a potential impact to the SHS, specifically Interstate 15 (I-15) and State Route 74 (SR-74). To accurately evaluate the extent of potential impact to the operational characteristics of the existing highway, a Traffic Impact Study (TIS) should be prepared for review:

- A TIS is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the Caltrans Guide for the Preparation of Traffic Impact Studies, which is located at the following website:

<http://www.dot.ca.gov/trafficops/>

- Minimum contents of the traffic impact study are listed in Appendix “A” of the TIS guide.
- Prior to beginning the study, please submit a copy of the scoping agreement.
- All state facilities, including intersections, impacted by the Project area should be analyzed in the traffic study.
- In regards to signalized intersections and ramp interchanges, include a synchro analysis, merge/diverge analysis, and a queuing analysis in the TIS.
- For intersections currently or potentially operating at less than the appropriate target LOS, we recommend using a Multiple Time-Period Analysis (Approach C). Details are provided in Chapter 19 Section 3 of the Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis
- Mitigation measures to State facilities should be included in the TIS. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.
- The data used in the TIS should not be more than 2 years old.
- Be sure to include the Traffic Analysis Scenarios identified in the TIS Guide as well as a list of all future projects included in the analysis.
- Clearly indicate LOS with and without improvements.
- Submit 3 hard copies and 2 CD's of the Traffic Impact Study document.

Multimodal Accessibility

Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system. Furthermore, Caltrans is committed to ensuring that a multimodal transportation system serves the local development project. We take 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, goods movement, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. The following are our comments concerning multimodal accessibility:

Transportation Demand Management

- We recommend the inclusion of a Transportation Demand Management Plan describing the proposed trip level and outlining proposed transportation demand management measures for the project to achieve the trip level proposed.
- We recommend considering the inclusion of a park and ride facility in Planning Area 7: General Commercial.

Transit

- We recommend coordinating with the Riverside Transit Agency (RTA) to identify the optimal bus stop configuration for this site.

Pedestrian

- We recommend the applicant consider including a pedestrian bridge to cross Stovepipe Creek. This will provide direct pedestrian connectivity from the project site to Temescal Canyon High School.

Hydraulics

In regards to hydraulics, Caltrans aims to mitigate, abate, or reverse the adverse results, both in water quantity and water quality, associated with the altered runoff phenomena that typically accompanies urbanization. We have the following comments:

Hydraulics

- It appears that the document demonstrates that the facilities will have no adverse impact to Caltrans facilities, and recommend acceptance of the document from a drainage perspective.
- When available, please submit a copy of the Storm Water Pollution Prevention Plan (SWPPP) for review.

Encroachment Permits

When development does occur a need for an encroachment permit may be necessary for any work performed within the State right-of-way. Furthermore, the applicant's environmental documentation must include such work in their project description and indicate that an encroachment permit will be needed. As part of the encroachment permit process, the developer

Mr. Kirk
July 26, 2018
Page 4

must provide appropriate environmental approval for potential environmental impacts to State Highway R/W.

Project Costs

- Where work in the State Highway Right-of-Way is estimated to be **less than \$1 million** in value, the issuance of a Caltrans Encroachment Permit will be required prior to any construction begins within the State R/W. In addition, all work undertaken within the I-15 R/W shall be in compliance to all current design standards, applicable policies, and construction practices. Detailed information regarding permit application and submittal requirements is available at (909) 383-4526
- Where work in the State Highway Right-of-Way will be **less than \$1 million in value but is complex in nature**, a Streamlined Oversight Process review is required. Please contact our Streamlined Oversight Engineer Bahar Bakhtar at (909) 381-1772.
- Where work in the State Highway Right-of-Way will be **more than \$1 million** in value, a Streamlined Oversight Process review is required. Please contact our Streamlined Oversight Engineer Bahar Bakhtar at (909) 381-1772.
- Where work in the State Right-of-Way is estimated to be **more than \$3 million**, development of a Project Initiation Document (PID) and other project development steps will be required. Please contact Catherine Barron at (909) 383-6050 in our Pre-Programming/Engineering Studies Unit.

Project Schedule

- In order to avoid any substantial delay during the Encroachment Permit process, we recommend submitting the following documents for review prior to submitting the Encroachment Permit Application:
 - Cultural Resources Report
 - Geotechnical/Soils Investigation
 - Biological Survey

We appreciate the opportunity to offer comments concerning this project. If this proposal is revised in any way, please forward the appropriate information to this Office so that updated recommendations for impact mitigation may be provided. If you have any questions regarding this letter, please contact Kwasi Agyakwa at (909) 806-3955 or myself at (909) 383-4557 for assistance.

Sincerely,

Original Signed by Mark Roberts

MARK ROBERTS, AICP
Office Chief
Intergovernmental Review, Community and Regional Planning



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Transportation Department

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
Deputy for Transportation/Planning and
Development

June 25, 2018

Justin Kirk, Principal Planner
City of Lake Elsinore
Community Development Department
130 South Main Street
Lake Elsinore, CA 92530

**RE: Notice of Preparation of a Draft Environmental Impact Report for the Nichols Ranch
Specific Plan Project.
Planning Application No. 2017-29, SP No. 2018-01**

Dear Mr. Kirk:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Nichols Ranch Specific Plan Project No. 2018-01.

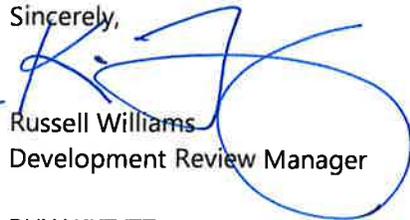
The project is generally situated east of and adjacent to I-15, south of Nichols Road, and west of Wood Mesa Court/El Toro Road in the City of Lake Elsinore. The Transportation Department of the County of Riverside (County) offers the following comments below.

1. Nichols Road, just east of the project is within the County jurisdiction and is designated as a Major Highway in County General Plan Circulation Element. The road is ultimately to be improved per County Standard No. 93, Ordinance 461. The County is currently studying various alternatives that would connect Nichols Road from the I-15 to SR-74. The County requests the City and project proponent to coordinate its improvements on Nichols Road with the County project.
2. County requests that the proposed curb-line of Nichols Road (along PA-10) to be designed and improved at its ultimate location to tie-in future County improvements.
3. The proposed secondary access, El Toro Road/Dexter Avenue, circulates through the residential area. The County recommends project proponent to conduct outreach with the surrounding neighborhood to ensure concerns are addressed.

4. The traffic study for the proposed development should address potential impacts and mitigation measures on any Riverside County roadways in the area included in the Riverside County General Plan. In addition, the study shall analyze County intersections where the proposed project would add 50 or more peak hourly. Necessary improvements to mitigate project impacts shall be identified, and responsibility for the needed improvements shall be designated. The County requests that its Traffic Study Guidelines be followed for the impact analysis for facilities within Riverside County. The most current version of the Traffic Study Guidelines can be found on the County website: <http://rctlma.org/trans/General-Information/Pamphlets-Brochures>

Thank you again for the opportunity to review the NOP/DEIR. Please contact me at (951) 955-2016 with questions or comments.

Sincerely,


for
Russell Williams
Development Review Manager

RUW:KKT/TT

cc: Juan C. Perez, Director of Transportation and Land Management
Patricia Romo, Director of Transportation
Richard Lantis, Deputy Director of Transportation

June 20, 2018

Justin Kirk, Principal Planner
City of Lake Elsinore
130 South Main Street
Lake Elsinore, CA 92530
jkirk@Lake-Elsinore.org

Subject: Nichols Ranch Specific Plan

Dear Mr. Kirk:

The Riverside County Transportation Commission (RCTC) has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the above-referenced project and has the following comment:

According to Section 4.17 of the NOP, Transportation and Traffic, several potentially significant impacts would result from the proposed project. This includes the potential to impact the Riverside County Congestion Management Program (CMP) roadway network. The NOP specifically mentions Interstate 15 (I-15) and State Route 74 (SR-74).

Please note, RCTC is in the early planning stages to develop a project to add two express lanes in each direction on I-15 from Cajalco Road south to SR-74. This future project would extend express lanes currently under construction as part of the ongoing I-15 Express Lanes Project (ELP) about 15 miles south on I-15 through the city of Lake Elsinore and unincorporated portions of Riverside County. This undertaking will likely involve bridge widening, retaining walls, sound walls, storm water runoff treatment services, tie-ins to existing travel lanes, an electronic toll collection system, signage, lighting, and other supporting features that would be determined once project studies are initiated. Please keep this in mind as future development along the I-15 corridor is considered.

RCTC appreciates the opportunity to review your project and looks forward to working with the City to improve mobility in the I-15 corridor. If you have any questions, please contact me at (951) 787-7141 or at mblomquist@rctc.org.

Sincerely,



Michael Blomquist
Toll Program Director
Riverside County Transportation Commission

cc: File



June 22, 2018

Mr. Justin Kirk, Principal Planner
City of Lake Elsinore
130 South Main Street
Lake Elsinore, California 92530
Phone: (951) 674-3124 ext. 284
E-mail: jkirk@lake-elsinore.org

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Nichols Ranch Specific Plan [SCAG NO. IGR9626]

Dear Mr. Kirk,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Nichols Ranch Specific Plan ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Nichols Ranch Specific Plan in Riverside County. The proposed project consists of a 72.5 acre specific plan for 168 single-family dwelling units, 14.5 acres of commercial uses, a gas station with 16 fueling stations, 9.6 acres of recreational and open space and associated drainage and floodway facilities and roadways.

When available, please send environmental documentation to SCAG's Los Angeles office in Los Angeles (900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017) or by email to au@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang

Acting Manager, Compliance and Performance Monitoring

¹ Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

REGIONAL COUNCIL OFFICERS

President
Alan D. Wapner, San Bernardino County Transportation Authority

First Vice President
Bill Jahn, Big Bear Lake

Second Vice President
Randon Lane, Murrieta

Immediate Past President
Margaret E. Finlay, Duarte

COMMITTEE CHAIRS

Executive/Administration
Alan D. Wapner, San Bernardino County Transportation Authority

Community, Economic & Human Development
Peggy Huang, Transportation Corridor Agencies

Energy & Environment
Linda Parks, Ventura County

Transportation
Curt Hagman, San Bernardino County

**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
NICHOLS RANCH SPECIFIC PLAN [SCAG NO. IGR9626]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and active transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*</i>

*SCAG does not yet have an agreed-upon security performance measure.

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.	etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: <http://scagrtpscsc.net/Pages/FINAL2016RTPSCS.aspx>. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit <http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf>. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Lake Elsinore Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	63,000	103,200	111,400
Households	6,458,000	7,325,000	7,412,300	20,800	32,400	35,000
Employment	8,414,000	9,441,000	9,871,500	20,900	30,300	31,700

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG’s Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: <http://scagrtpscsc.net/Pages/FINAL2016PEIR.aspx>). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

Jer Harding

From: Justin Kirk <jkirk@Lake-Elsinore.org>
Sent: Wednesday, June 06, 2018 9:39 AM
To: Jer Harding
Subject: FW: Planning App. 2017-29 & Specific Plan No. 2018-01

FYI...

Justin Kirk
Principal Planner
City of Lake Elsinore
951-674-3124 EXT 284
Jkirk@lake-elsinore.org

From: Fossum, Larry (TRBL) <lfoosum@aguacaliente.net>
Sent: Wednesday, June 06, 2018 8:28 AM
To: Justin Kirk <jkirk@Lake-Elsinore.org>
Subject: Planning App. 2017-29 & Specific Plan No. 2018-01

Dear Justin:

A records check of the Agua Caliente Band of Cahuilla Indians Tribal Historic Preservation Office's cultural registry revealed that this project is not located within the Tribe's Traditional Use Area. Therefore, we defer to other tribes in the area. This letter shall conclude our consultation efforts.

Cordially,

Larry Fossum
On behalf of Patricia Garcia-Plotkin
Director of Historic Preservation
Agua Caliente Band of Cahuilla Indians

The information contained in this message may be privileged and confidential and protected from disclosure. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer

MR JUSTIN KIRK

CITY OF LAKE ELSINORE PLANNING DIVISION

130 SOUTH MAIN STREET

LAKE ELSINORE,CA.

DEAR MR KIRK

I HAVE LIVED AT MY ADDRESS SINCE 12/1985, BUT I HAVE A FEW PROBLEMS THAT I THINK YOU SHOULD LOOK INTO AS I WILL NOT BE IN STATE FOR THE MEETING.

1. WOOD MESA COURT SHOULD BE PUT THRU TO NICHOLS ROAD AS THE TRAFFIC, FUEL AND TIME WASTED, SCHOOL BUSES ETC MAKES THE PLANNING LOOK VERY POOR, NOISE and EXPOSURE FROM LARGE TRUCKS IS EXCESSIVE. I HAVE BROUGHT THIS UP AT CITY COUNCIL MEETINGS, IGNORED
2. SIDEWALKS SHOULD BE FROM CENTRAL TO NICHOLOS AS STUDENTS ARE WALKING ON A HEAVELY TRAVELED STREET
3. MOST PEOPLE ON MY STREET ARE NOW SENIORS, WE ARE ALL WORRIED ABOUT THE AIR QUALITY

THANK YOU

RUTH ELAINE OLSON 28461 EL TORO ROAD LAKE ELSINORE CA. 92532



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:

June 5, 2018

jkirk@Lake-Elsinore.org

Justin Kirk, Principal Planner
City of Lake Elsinore – Community Development Department
Planning Division
130 South Main Street
Lake Elsinore, CA 92530

**Notice of Preparation of a Draft Environmental Impact Report for
Nichols Ranch Specific Plan
(Planning Application No. 2017-29 and Specific Plan No. 2018-01)¹**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files². These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

¹ The Lead Agency proposes to build, among other things, a total of 168 residential units on 72.5 acres.

² Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

Mobile Source Health Risk Assessment

Notwithstanding the court rulings, SCAQMD staff recognizes that the Lead Agencies that approve CEQA documents retain the authority to include any additional information they deem relevant to assessing and mitigating the environmental impacts of a project. Because of SCAQMD staff's concern about the potential public health impacts of siting sensitive populations within close proximity of freeways, SCAQMD staff recommends that, prior to approving the project, Lead Agencies consider the impacts of air pollutants on people who will live in a new project and provide mitigation where necessary.

When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the Proposed Project, the Lead Agency should identify any potential adverse health risk impacts using its best efforts to find out and a good-faith effort at full disclosure in the CEQA document. Based on a review of Figure 2-4, *Aerial Photograph*, in the Initial Study/Notice of Preparation, SCAQMD staff found that the Proposed Project will be located in a close proximity to Interstate 15 (I-15) Freeway. Because of the close proximity to the existing freeway, residents at the Proposed Project would be exposed to diesel particulate matter (DPM). Diesel particulate matter emitted from diesel powered engines (such as trucks) has been classified by the state as a toxic air contaminant and a carcinogen. Since future residences of the Proposed Project would be exposed to toxic emissions from the nearby sources of air pollution (e.g., diesel fueled highway vehicles), SCAQMD staff recommends that the Lead Agency conduct a health risk

assessment (HRA)³ to disclose the potential health risks to the residents from the emissions coming from vehicles traveling on the I-15 Freeway⁴.

Health Risk Assessment for Gasoline Dispensing Stations

The Proposed Project would include, among other things, a gasoline dispensing station with 16 fueling pumps. Additionally, based on a review of aerial photographs, SCAQMD staff found that the Proposed Project is located in a close proximity west of Temescal Canyon High School. Since operation of a gasoline station will emit air toxics, a HRA analysis is required as part of the SCAQMD permitting requirements for gas stations. Any assumptions used in the HRA analysis in the EIR will be used as the basis for permit conditions and limits. Therefore, it is recommended that the Lead Agency evaluate, quantify, and perform a gasoline dispensing station HRA⁵ for the Proposed Project in the Draft EIR. Guidance for performing this HRA can be found in the SCAQMD's *Emission Inventory and Risk Assessment Guidelines for Gasoline Dispensing Stations*⁶.

Guidance Regarding Residences Sited Near a High-Volume Freeway or Other Sources of Air Pollution

SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and the SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, the SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on SCAQMD's website at: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf>. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. Guidance⁷ on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are

³ "Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis," accessed at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

⁴ SCAQMD has developed the CEQA significance threshold of 10 in one million for cancer risk. When SCAQMD acts as the Lead Agency, SCAQMD staff conducts a HRA, compares the maximum cancer risk to the threshold of 10 in one million to determine the level of significance for health risk impacts, and identifies mitigation measures if the risk is found to be significant.

⁵ *Ibid.* Health risks from operating a gasoline service station must be demonstrated to be below 10 in one million before a permit can be issued.

⁶ South Coast Air Quality Management District. *Emission Inventory and Risk Assessment Guidelines for Gasoline Dispensing Stations*. Accessed at: <http://www.aqmd.gov/home/permits/risk-assessment>.

⁷ In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 of SCAQMD's CEQA Air Quality Handbook
- SCAQMD's CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

As stated above, the Proposed Project is located in proximity to the I-15 Freeway. Many strategies are available to reduce exposure, including, but are not limited to, building filtration systems with MERV 13 or better, or in some cases, MERV 15 or better is recommended; building design, orientation, location; vegetation barriers or landscaping screening, etc. Because of the potential adverse health risks involved with siting sensitive receptors near freeways, it is essential that any proposed strategy must be carefully evaluated before implementation.

In the event that enhanced filtration units are installed at the Proposed Project either as a mitigation measure or project design feature requirement, SCAQMD staff recommends that the Lead Agency consider the limitations of the enhanced filtration. For example, in a study that SCAQMD conducted to investigate filters⁸, a cost burden is expected to be within the range of \$120 to \$240 per year to replace each filter. In addition, because the filters would not have any effectiveness unless the HVAC system is running, there may be increased energy costs to the residents. It is typically assumed that the filters operate 100 percent of the time while residents are indoors, and the environmental analysis does not generally account for the times when the residents have their windows or doors open or are in common space areas of the project. In addition, these filters have no ability to filter out any toxic gases from vehicle exhaust. . Therefore, the presumed effectiveness and feasibility of any filtration units should be carefully evaluated in more detail prior to assuming that they will sufficiently alleviate exposures to DPM emissions.

If enhanced filtration units are installed at the Proposed Project, and to ensure that they are enforceable throughout the lifetime of the Proposed Project as well as effective in reducing exposures to DPM emissions, SCAQMD staff recommends that the Lead Agency provide additional details regarding the ongoing, regular maintenance of filters in the Draft EIR. To facilitate a good faith effort at full disclosure and provide useful information to future residents who will live at the Proposed Project, the Draft EIR should include the following information, at a minimum:

- Disclose the potential health impacts to prospective residents from living in a close proximity of I-15 and the reduced effectiveness of air filtration system when windows are open and/or when residents are outdoor (e.g., in the common usable open space areas);

⁸ This study evaluated filters rated MERV 13 or better. Accessed at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf>. Also see 2012 Peer Review Journal article by SCAQMD: <http://d7.iqair.com/sites/default/files/pdf/Polidori-et-al-2012.pdf>.

- Identify the responsible implementing and enforcement agency such as the Lead Agency to ensure that enhanced filtration units are installed on-site at the Proposed Project before a permit of occupancy is issued;
- Identify the responsible implementing and enforcement agency such as the Lead Agency to ensure that enhanced filtration units are inspected regularly;
- Provide information to residents on where the MERV filters can be purchased;
- Disclose the potential increase in energy costs for running the HVAC system to prospective residents;
- Provide recommended schedules (e.g., once a year or every six months) for replacing the enhanced filtration units to prospective residents;
- Identify the responsible entity such as residents themselves, Homeowner's Association, or property management for ensuring enhanced filtration units are replaced on time, if appropriate and feasible (if residents should be responsible for the periodic and regular purchase and replacement of the enhanced filtration units, the Lead Agency should include this information in the disclosure form);
- Identify, provide, and disclose any ongoing cost sharing strategies, if any, for the purchase and replacement of the enhanced filtration units;
- Set City-wide or Project-specific criteria for assessing progress in installing and replacing the enhanced filtration units; and
- Develop a City-wide or Project-specific process for evaluating the effectiveness of the enhanced filtration units at the Proposed Project.

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits and SCAQMD Rules

As stated above, the Proposed Project would include, among other things, a gasoline service station with 16 fueling pumps on 72.5 acres. Operation of a gasoline service station requires a permit from SCAQMD. SCAQMD should be identified as a Responsible Agency for the Proposed Project in the Draft EIR. The assumptions in the air quality analysis in the EIR will be the basis for permit conditions and limits. For more information on permits, please visit SCAQMD's webpage at: <http://www.aqmd.gov/home/permits>. Permitting questions can be directed to SCAQMD Engineering and Permitting staff at (909) 396-3385.

The Draft EIR should also discuss how the Proposed Project will comply with applicable SCAQMD Rules, including, but may not be limited to, Rule 201 – Permit to Construct, Rule 203 – Permit to Operate, and Rule 461 – Gasoline Transfer and Dispensing.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD's webpage at: <http://www.aqmd.gov>.

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,



Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

RVC180525-01

Control Number