

## **APPENDIX A**

### **Notice of Preparation, Initial Study, and Comments**

- Notice of Preparation
- Initial Study
- Comments on the NOP



## NOTICE OF PREPARATION

**TO:** Interested Agencies, Organizations and Individuals  
(See Attached Distribution List)

**DATE:** May 27, 2014

**SUBJECT:** NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT  
FOR THE LAKE ELSINORE WALMART RETAIL CENTER PROJECT

**Lead Agency:**

City of Lake Elsinore  
130 South Main Street  
Lake Elsinore, CA 92530  
Contact: Richard J. MacHott, Planning Manager

The CITY OF LAKE ELSINORE will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the above-referenced project. 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 governmental agencies that may be involved in approving or permitting the proposed project.

The purpose of this NOP is to solicit guidance as to the scope and content of the environmental information to be included in the EIR. Please provide specific comments germane to your agency's statutory responsibilities in connection with the proposed project. Copies of the Initial Study can be reviewed at: the City of Lake Elsinore Planning Division at 130 South Main Street; the Vick Knight Community Library located at 32593 Riverside Drive, Building 200 in the City of Lake Elsinore; and on the City of Lake Elsinore Website: <http://www.lake-elsinore.org/index.aspx?page=246>

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. The comment period ends June 27, 2014. All comments must be delivered no later than 4 p.m. on Friday, June 27, 2014.

Please send your response to **Mr. Richard J. MacHott, Planning Manager** at the address shown above. Please provide the contact information for your agency including, name, telephone number and e-mail address.

According to Section 15206 of the CEQA Guidelines, the Lake Elsinore Walmart Retail Center Project meets the criteria for projects of statewide, regional, or area wide significance. Therefore, pursuant to Section 15082 (c) (1) of the CEQA Guidelines, the City is hosting a public scoping meeting to provide an opportunity for public agencies and members of the public to provide input as to the scope and content of the EIR. Meeting and project details are as follows:

# **NOP for LAKE ELSINORE WALMART RETAIL CENTER PROJECT**

**MAY 27, 2014**

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**Date:** Wednesday, June 18, 2014  
**Time:** 6:00-7:00 PM  
**Location:** Cultural Center  
183 N. Main Street  
Lake Elsinore, CA 92530

## **PROJECT LOCATION**

The Lake Elsinore Walmart Retail Center Project (proposed project) is located on the southwest corner of Central Avenue (SR-74) and Cambern Avenue, which is regionally accessed by Interstate 15 and Central Avenue. The project site is bound by Central Avenue to the northwest, Cambern Avenue to the northeast, Third Street to the southeast, and various commercial and residential uses to the southwest.

## **PROJECT DESCRIPTION**

The proposed project would develop a commercial retail shopping center that would include a 154,487 square foot Walmart store and three outer lots for other retail uses. The Walmart store would be a maximum of 154,487 square feet, including a 3,090 square foot outdoor seasonal garden center, truck docks and loading facilities, outdoor sale facilities, outside container storage facilities, and parking facilities.

Two different options are considered for the corner parcel (Outlot 1). Option A would develop and operate 16 fueling stations with an approximately 3,100 square foot convenience store and drive-through car wash. Option B would include approximately 9,200 square feet of retail and/or restaurant space situated within two buildings. The remaining two parcels (Outlot 1 and 2) would be improved with drive-through restaurants of approximately 3,700 square feet and 3,100 square feet. Development of the project would also include circulation improvements to roadways and installation of storm drain facilities.

## **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
- Cultural Resources
- Geology, Soils and Seismicity
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Land Use Planning
- Noise
- Public Services
- Transportation and Traffic
- Utilities and Service Systems

The EIR will also identify alternatives to the proposed project that would be capable of reducing or

**NOP for LAKE ELSINORE WALMART RETAIL CENTER PROJECT**

**MAY 27, 2014**

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eliminating one or more of the significant environmental effects of the proposed project.

Please respond no later than **4 p.m. on Friday, June 27, 2014** and send comments to **Mr. Richard J. MacHott** at the address shown above.

Date: May 27, 2014

Signature: 

Richard J. MacHott

Title: Planning Manager

Telephone: 951.674.3124 Ext. 209

E-mail Address: [rmachott@lake-elsinore.org](mailto:rmachott@lake-elsinore.org)

State Clearinghouse  
Governor's Office of Planning Research  
1400 Tenth Street, Room 212  
Sacramento, CA 95814

Mr. Jeff Brandt, Sr. Environmental Specialist  
CA Department of Fish & Wildlife  
Inland Desert/Eastern Sierra Region  
3602 Inland Empire Blvd., Ste C-220  
Ontario, CA 91764

Regional Water Quality Control Board #8  
Santa Ana Basin Region  
Attn: Mark G. Adelson  
3737 Main Street, Ste 500  
Riverside, CA 92501-3348

CALTRANS District #8 - Planning  
IGR/Local Development Review  
464 W. Fourth Street, 6<sup>th</sup> Floor MS 725  
San Bernardino, CA 92401-1400

Native American Heritage Commission  
Attn: Dave Singleton, Program Analyst  
915 Capitol Mall Room 364  
Sacramento, CA 95814

California Emergency Management Agency  
Attn: Dennis Castrillo, Environmental Officer  
3650 Schriever Avenue  
Mather, CA 95655

CEQA Review  
California Department of Housing & Community  
Development  
1800 Third Street  
Sacramento, CA 95811-6942

CEQA Review  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95812

CEQA Review  
Department of Conservation  
801 K Street, MS 24-01  
Sacramento, CA 95814-3500

Elsinore-Murrieta-Anza Resource Conserv. Dist.  
21535 Palomar St. #A  
Wildomar Ca. 92595

State of California  
Dept. of Toxic Substances Control  
5796 Corporate Avenue  
Cypress, CA 90630

Federal Highway Administration  
650 Capitol Mall, Ste 4-100  
Sacramento, CA 95814

US Fish and Wildlife Service  
Carlsbad Fish and Wildlife Service  
Attn: Kennon A. Corey, Asst. Field Supervisor  
6010 Hidden Valley Road, Ste. 101  
Carlsbad, CA 92011

US Army Corps of Engineers  
Los Angeles District  
915 Wilshire Blvd, Ste 980  
Los Angeles, CA 90017

Riverside County Transportation Dept.  
Attn: Farah Khorashadi, Eng. Division Manager  
408 Lemon Street, 8<sup>th</sup> Floor  
Riverside, CA 92502

Cleveland National Forest  
Attn: William Metz, Forest Supervisor  
10845 Rancho Bernardo Rd., Suite 200  
San Diego, CA 92127 -2107

US Postal Service  
AIS Coordinator  
4150 Chicago Avenue  
Riverside, CA 92507-9503

Riverside County Flood Control & Water  
Conservation District  
1995 Market Street  
Riverside, CA 92501

Riverside County Clerk  
Attn: M. Meyer  
2724 Gateway Drive  
Riverside, CA 92502-0751

County of Riverside Planning Department  
Attn: Juan Perez, Acting Director  
P. O. Box 1409  
Riverside CA 92502-1409

Riverside County Office of Education  
Attn: Kenneth M. Young, Superintendent  
3939 13<sup>th</sup> Street  
Riverside, CA 92502-0868

Riverside Co. Habitat Conservation Agency  
Attn: Carolyn Syms Luna, Director  
4080 Lemon Street, 12th Floor  
Riverside, CA 92502

Riverside Co. Transportation Commission  
Attn: Anne Mayer, Executive Director  
4080 Lemon Street, 3<sup>rd</sup> Floor  
PO Box 12008  
Riverside, CA 92502-2208

Riverside County Fire Department  
Attn: Ben R. Johnson, AICP, Planning &  
Development Supervisor  
210 West San Jacinto Avenue  
Perris, CA 92570

Riverside County Waste Management  
Attn: Sung Key Ma, Urban/Regional Planner IV  
14310 Frederick Street  
Moreno Valley, CA 92553

Stanley Sniff, Sheriff  
County of Riverside, Sheriff's Department  
4095 Lemon Street  
Riverside, CA 92501

Lake Elsinore Police Department  
Attn: Sgt. Ray Nava  
333 Limited Avenue  
Lake Elsinore, CA 92530

City of Canyon Lake Planning Department  
Attn: Russell Brady, City Planner  
31516 Railroad Canyon Road  
Canyon Lake, CA 92587

City of Murrieta Planning Department  
Attn: Cynthia S. Kinser, City Planner  
1 Towne Square  
24601 Jefferson Avenue  
Murrieta, CA 92562

City of Corona  
Attn: Joanne Colletta, Community Dev. Director  
400 S. Vicentia Avenue  
Corona, CA 92882

City of Perris  
Attn: Clara Miramontes, Planning Manager  
101 N. D street  
Perris, CA 92570-1917

City of Temecula  
Attn: Armando G. Villa, AICP, Comm. Dev. Dir.  
41000 Main Street  
P. O. Box 9033  
Temecula, CA 92589-9033

George J. Spiliotis, Executive Director  
Riverside Local Agency Formation Commission  
3850 Vine Street, Ste. 110  
Riverside, CA 92507-4277

SAWPA  
Attn: Celeste Cantu, General Manager  
11615 Sterling Avenue  
Riverside, CA 92503

Southern California Edison Company  
Attn: Jeremy Goldman, Regional Manager  
24487 Priellip Road  
Wildomar, CA 92595

CR&R  
PO Box 1208  
Perris, CA 92572

Eastern Information Center  
University of California, Riverside, Dept. of  
Anthropology  
1334 Watkins Hall  
Riverside, CA 92521

Ramona Band of Cahuilla Mission Indians  
Joseph Hamilton, Chairman  
P.O. Box 391670  
Anza, CA 92539

Los Coyotes Band of Mission Indians  
Attn: Shane Chapparosa, Chairman  
PO Box 189  
Warner, CA 92086

Lake Elsinore Unified School District  
Attn: Tina Koonce, Director, Facilities and  
Operations  
545 Chaney Street  
Lake Elsinore, CA 92530

Matthew Bassi, Planning Director  
City of Wildomar  
23873 Clinton Keith Road, Suite 201  
Wildomar, CA 92595

Eric H. Roth, Manager  
Southern California Assoc. of Governments  
818 W. Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, CA 90017-3407

Western Riverside Council of Governments  
Attn: Rick Bishop, AICP  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, CA 92501-3679

Michael McCoy, Senior Planner  
Riverside Transit Authority  
1825 Third Street  
Riverside, CA 92517-1968

Southern California Edison Company  
Attn: Karen Cadavona  
2244 Walnut Grove Ave., Quad 4C 472A  
Rosemead, CA 91770

Verizon Engineering  
CAE 15 NC  
150 South Juanita  
Hemet, CA 92543

Pechanga Band of Luiseño Indians  
Attn: Mark Macarro, Chairperson  
PO Box 1477  
Temecula, CA 92593

Santa Rosa Band of Mission Indians  
John Marcus, Chairman  
P. O. Box 391820  
Anza, CA 92539

Pala Band of Mission Indians  
Tribal Historic Preservation Office  
Attn: Shasta C. Gaughen, MA  
35008 Pala-Temecula Road, PMB 445  
Pala, CA 92059

Lake Elsinore Historical Society  
Attn: Ruth Atkins  
P.O. Box 84  
Lake Elsinore, CA 92531

City of Menifee  
Attn: Lisa Gordon, Planning Manager  
29714 Haun Road #A  
Menifee, CA 92586

Mr. Ian MacMillan, Program Supervisor  
CEQA Inter-Governmental Review  
South Coast Air Quality Management Dist.  
21865 E. Copley Drive  
Diamond Bar, CA 91765-4182

Western Riverside County Regional  
Conservation Authority  
Attn: Charles Landry, Executive Director  
3403 10th Street, Suite 320  
Riverside, CA 92501

Elsinore Valley Municipal Water District  
Attn: Imad Baiyasi, P.E., Develop. Services Mgr.  
31315 Chaney Street  
Lake Elsinore, CA 92530

Southern California Gas Co.  
Attn: Mapping Department  
PO Box 3003  
Redlands, CA 92374

San Bernardino County Museum  
Attn: Kathleen B. Springer  
2024 Orange Tree Lane  
Redlands, CA 92374

Cahuilla Band of Indians  
Attn: Luther Salgado Chairperson  
P.O. Box 391760  
Anza, CA 92539

Rincon Band of Mission Indians  
Attn: Bo Mazzetti, Chairperson  
1 W.Tribal Road  
Valley Center, CA 92082

Pauma & Yuima Reservation  
Attn: Randall Majel, Chairperson  
P. O. Box 369  
Pauma Valley, CA 92061

Lake Elsinore Valley Chamber of Commerce  
Attn: Kim Cousins, President  
132 W. Graham Avenue  
Lake Elsinore, CA 92530

Lake Elsinore & San Jacinto Watersheds Authority  
Attn: Mark Norton, Authority Administrator  
11615 Sterling Ave  
Riverside, CA 92503

Endangered Habitats League  
Attn: Dan Silver, Executive Director  
8424 Santa Monica Blvd., Suite A 592  
Los Angeles, CA 90069-4267

Caltech/Mt. Palomar Observatory  
Attn: Andrew Boden, Deputy Director  
1200 East California Blvd., Mail Code 11-17  
Pasadena, CA 91125

Inland Valley Regional Medical Center  
36485 Inland Valley Drive  
Wildomar, CA 92592

Ms. Valerie A. Mosqueda  
Briggs Law Corporation  
Inland Empire Office  
99 East "C" Street, Suite 111  
Upland, CA 91786

Altha Merrifield Memorial Library  
600 West Graham Avenue  
Lake Elsinore, CA 92530

Inland Empire Waterkeepers  
Attn: Colin Kelly  
6876 Indiana Avenue, Suite D  
Riverside 92506

Mr. Rick Estes, Conservation Committee  
Sierra Club - San Gorgonio Chapter  
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Wildomar, CA 92595

Joseph J. Marconi  
Pacific Retail Partners  
5225 Canyon Crest Drive, Suite 355  
Riverside, CA 92507

Luebben Johnson & Barnhouse, L.L.P.  
Attn: Richard C. Wade, Paralegal  
7424 4<sup>th</sup> Street NW  
Los Ranchos de Albuquerque, NM 87107

Vick Knight Community Library  
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Lake Elsinore, CA 92530

Palomar Audubon Society  
P.O. Box 2483  
Escondido, CA 92033

Level 3 Communications  
Network Relocations Department  
1025 Eldorado Blvd., Bldg. 33A-522  
Broomfield, CO 80021

Jonathan E. Shardlow  
Gresham Savage Nolan & Tilden, PC  
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San Bernardino, CA 92408

Mr. Raymond W. Johnson  
Johnson & Sedlack  
26785 Camino Seco  
Temecula, CA 92590

# LAKE ELSINORE WALMART PROJECT

## Initial Study

Prepared for  
City of Lake Elsinore

May 2014



# LAKE ELSINORE WALMART PROJECT

## Initial Study

Prepared for  
City of Lake Elsinore

May 2014



9191 Towne Centre Drive  
Suite 340  
San Diego, CA 92121  
858.638.0900  
[www.esassoc.com](http://www.esassoc.com)

Los Angeles

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130767

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## Acronyms Used in this Report

AB	Assembly Bill
ACM	Asbestos-containing materials
amsl	above mean sea level
APNs	Assessor's Parcel Numbers
AQMPs	Air Quality Management Plans
BMPs	best management practices
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CMP	Congestion Management Program
CNDB	California Natural Diversity Database
CNPS	California Native Plant Society
C&D	Construction and Demolition
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EMS	energy management system
EVMWD	Elsinore Valley Municipal Water District
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FRP	Fiber Reinforced Plastic
HVAC	Heating Ventilation and Air Conditioning
LEDs	light emitting diodes
LEUSD	Lake Elsinore Unified School District
LID	Low Impact Development
LUST	Leaking Underground Storage Tank
MSHCP	Multiple Species Habitat Conservation Plan
NCCP	Natural Communities Conservation Plan
NPDES	National Pollutant Discharge Elimination System
NRP	Non-Reinforced Thermoplastic Panel
RCFD	Riverside County Fire Department
RCLIS	Riverside County Land Information System
RTA	Riverside Transit Agency
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
sq ft	square-foot
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIA	Traffic Impact Analysis
USACE	U.S. Army Corps of Engineers
VOC	volatile organic compound
WQMP	Water Quality Management Plan

# ENVIRONMENTAL CHECKLIST

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## Initial Study

**1. Project Title:** Lake Elsinore Walmart Retail Center Project

**2. Lead Agency Name and Address:** City of Lake Elsinore  
130 South Main Street  
Lake Elsinore, CA 92530

**3. Contact Person and Phone Number:** Kirt Coury, Planning Consultant  
(951) 674-3124 extension 274

**4. Project Location:**

The project is located in the central portion of the City of Lake Elsinore, in western Riverside County. The project site is generally located at the southwest corner of Central Avenue (SR-74) and Cambern Avenue. The project site is bound by Cambern Avenue to the northeast, Third Street to the southeast, and Central Avenue to the northwest (see Figures 1 and 2). Adjacent to and southeast of the project site is a Mobil gas station with inline retail shops, vacant commercial land, the rear side of LA Fitness and single-family residences. The project site consists of seven coterminous vacant parcels that total 17.66 acres. The project site corresponds to the following Assessor's Parcel Numbers (APNs): 377-030-015, 377-030-076, 377-090-009, 377-090-029, 377-090-030, 377-090-031, and 377-090-032.

**5. Project Sponsor's Name and Address:** Greenberg Farrow  
19000 MacArthur Boulevard, Suite 250  
Irvine, CA 92612

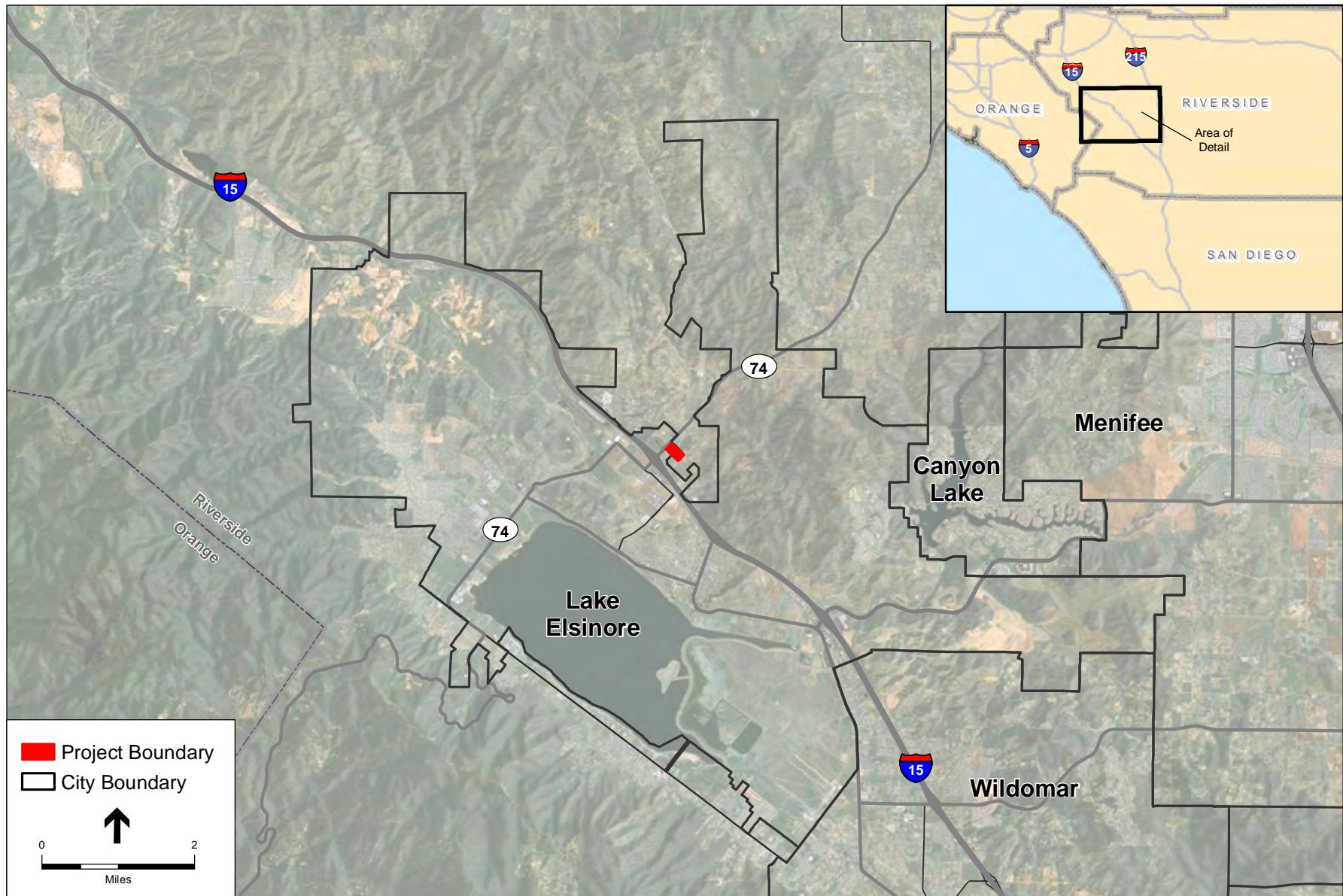
**6. General Plan Designation(s):** General Commercial and Commercial Mixed Use

**7. Zoning Designation(s):** General Commercial (C-2) and Commercial Mixed Use (CMU)

**8. Description of Project:**

**Overview**

The proposed project would construct and operate a comprehensively designed retail center providing a Walmart anchor store and three freestanding retail tenants on a 17.66-acre project site that currently consists of seven coterminous vacant lots. The bulk of the property along Central Avenue and Cambern Avenue are zoned C-2. The four parcels fronting Third Street are zoned



SOURCE: ESRI

Lake Elsinore Walmart EIR . 130767

**Figure 1**  
Regional Location Map



SOURCE: ESRI

Lake Elsinore Walmart EIR . 130767

**Figure 2**  
Project Location Map

CMU and were annexed into the City of Lake Elsinore from the unincorporated portion of the County of Riverside on September 22, 2012.

The proposed retail anchor is a 154,487 square-foot (sq ft) Walmart store. Two different options are being considered for the outer lot planned for the northwestern corner of the project site, at the intersections of Central Avenue and Cambern Avenue. Option A would provide for a gas station with 16 fueling stations, an approximately 3,100 sq ft convenience store, and a drive-through car wash. Option B would include approximately 9,200 sq ft of retail and/or restaurant space situated within two buildings. The remaining two outer lots would be improved with drive-through restaurants of approximately 3,700 sq ft and 3,100 sq ft. The Site Plan with the gas station option and the Site Plan with the retail/restaurant option are provided as Figures 3 and 4, respectively.

The project also includes a lot line adjustment and lot merger to consolidate the lots into four separate parcels. The largest parcel, totaling 14.63 acres, would be developed with the Walmart store. The three outer lots total approximately 2.41 acres and would be improved with the retail/restaurant and/or gas station uses. The remaining 0.62 acre would be used for street dedication.

### ***Walmart Store***

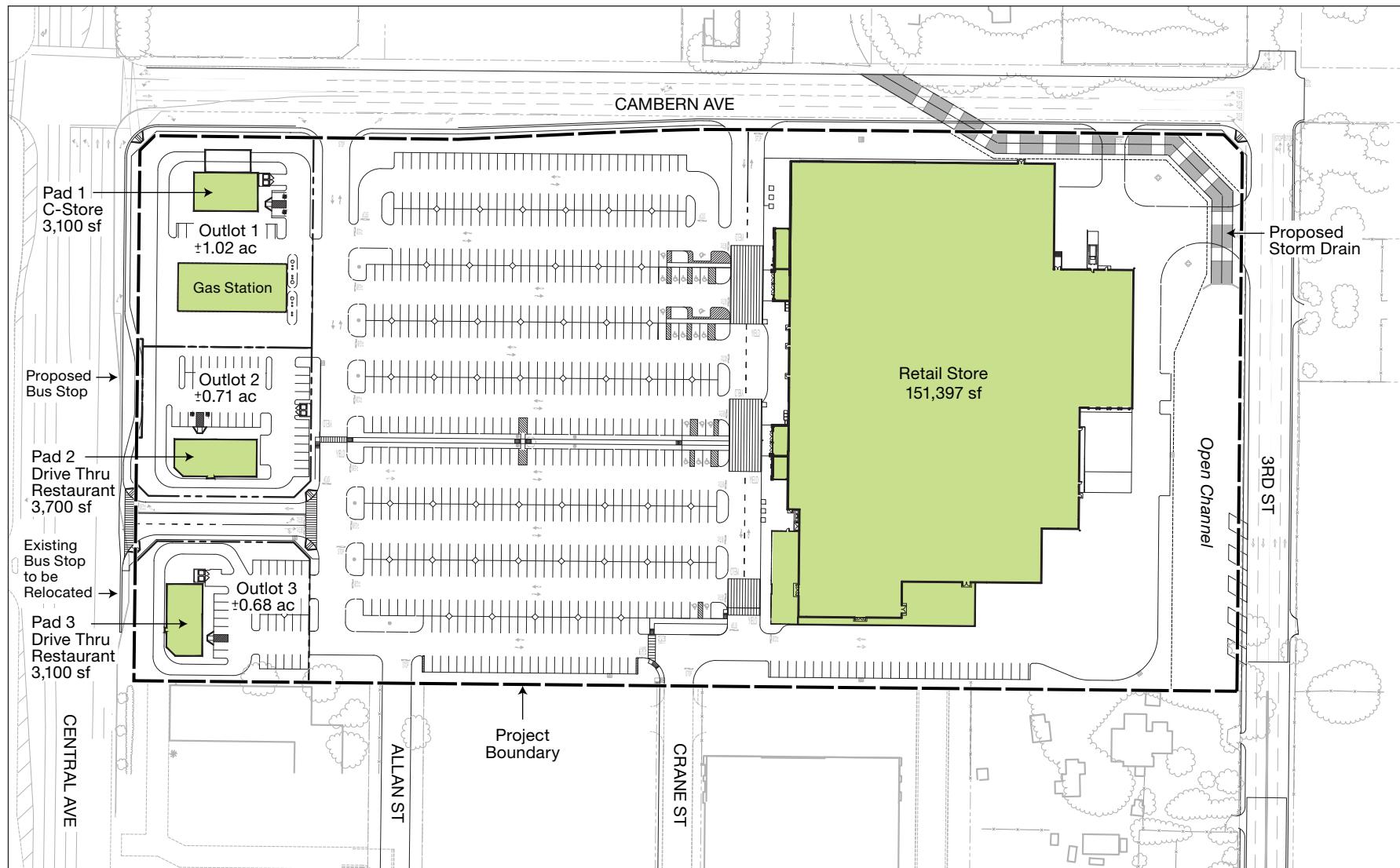
The Walmart store would encompass a maximum of 154,487 sq ft and provide the sale of general merchandise, groceries and liquor. This square footage includes a 3,090 sq ft outdoor seasonal garden center, truck docks and loading facilities, outdoor sale facilities, outside container storage facilities, and parking facilities at a ratio of approximately 4.4 spaces per 1,000 square feet of store floor area. The store may contain a drive thru pharmacy, a medical clinic, a vision and hearing care center, a food service center, a photo studio, a photo finishing center, a banking center and other similar accessory uses.

The store operations, delivery, and loading would occur 24 hours a day, seven days a week. The Walmart building would have four delivery bays and a dedicated service door for independent vendors. Inbound and outbound truck access would be via Central Avenue (Hwy 74) to Cambern Avenue and then to a rear driveway on Third Street. Truck doors, loading facilities, and areas dedicated to trash compaction, organic waste, recycling, and bale and pallet storage would also be provided at the rear of the building, along Third Street.

### ***Infrastructure***

Development of the retail center includes various infrastructure improvements, which are described below:

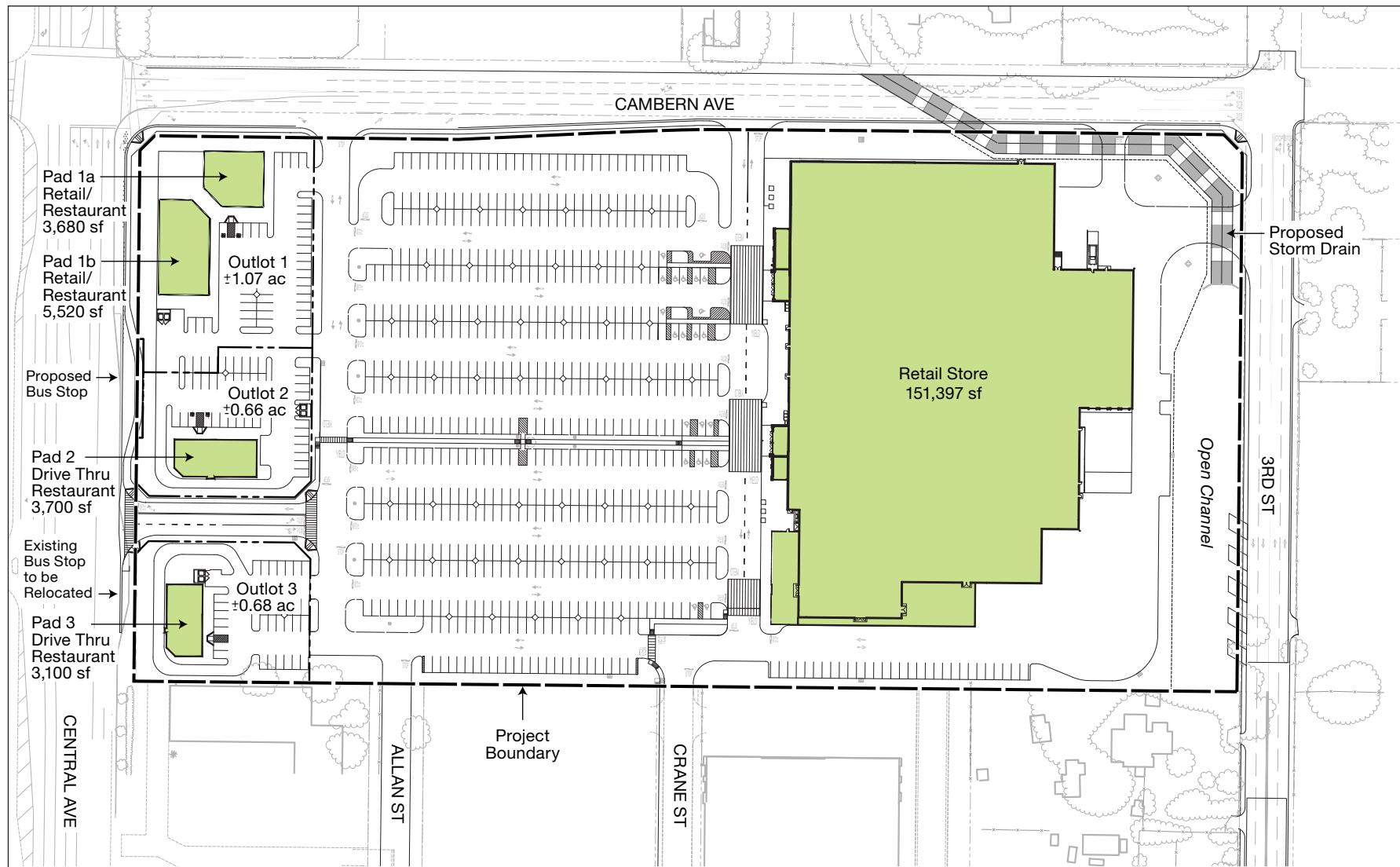
**Access and Circulation Improvements.** Regional access to the project site would be provided by Interstate 15 (I-15) (located to the west) via Central Avenue. The proposed project would provide vehicle access from Central Avenue, Dexter Avenue, Cambern Avenue and truck access from Third Street. All project access points are proposed to be full-access, with the exception of the driveway on Central Avenue, which is proposed for right-in/right-out access only.



SOURCE: Greenberg Farrow

Lake Elsinore Walmart EIR . 130767

**Figure 3**  
Site Plan with Gas Station Option



0 200  
Feet

SOURCE: Greenberg Farrow

Lake Elsinore Walmart EIR . 130767

**Figure 4**  
Site Plan with Retail Option

The proposed project would also have access to Dexter via Allan Street and Crane Street. The proposed project would include relocation of the existing bus stop along Central Avenue, approximately 200 feet from its current location. The proposed project would provide for use of this existing route by providing a bus turnout on Central Avenue (SR-74). The project would construct roadway improvements on Central Avenue, Cambern Avenue, Third Street, Crane Street and Allan Street, which are necessary to provide adequate site access and on-site circulation. The project would improve Central Avenue from the centerline to the project area, as an Augmented Urban Arterial Highway (134-foot right-of-way), between the project's western boundary and Cambern Avenue. The project would construct roadway improvements on Cambern Avenue, from the centerline to the project area, as a Secondary Highway (90-foot right-of-way) from Central Avenue to Third Street. The project would construct roadway improvements on Third Street, from the centerline to the project area, as a Collector (68-foot right-of-way) between the project's western boundary and Cambern Avenue.

**Storm Drainage.** The project would include installation of a permanent drainage system (including storm drains, curbs and gutters, catch basins, and an open channel) to capture and direct runoff from the project. The project drainage system will also capture off-site drainage that currently flows onto the project site and convey it into the area-wide drainage system.

**Utilities.** Water and wastewater service would be provided by the Elsinore Valley Municipal Water District (EVMWD). Although some design details will not be finalized until the construction document phase of the project, it is expected that the existing water main on Cambern Avenue would be modified or relocated in the same general area in coordination with EVMWD in order to install the drainage improvements. An adequate number of fire hydrants are proposed to serve the proposed project. Existing overhead electric lines and poles along Cambern Avenue would be relocated underground through coordination with Southern California Edison. The project would connect to existing gas mains in Third Street; the telephone utility in Third Street, and the sanitary sewer system in Crane Street and Third Street.

### **Site Sustainability Features**

The proposed Walmart store includes various sustainability features, which are described below:

**Lighting.** The entire Walmart store would include occupancy sensors in most non-sales areas, including restrooms, break rooms and offices. The sensors automatically turn the lights off when the space is unoccupied. All lighting in the store would consist of T-8 fluorescent lamps and electronic ballasts and all exterior building signage and many refrigerated food cases would be illuminated with light emitting diodes (LEDs), which are up to 52 percent more energy efficient, generate less heat than fluorescent lights and contain no mercury or lead.

The Walmart store would include a daylight harvesting system, which provides electronic continuous dimming ballasts, skylights and computer controlled daylight sensors that monitor the amount of natural light available. During periods of higher natural daylight, the system dims or turns off the store lights if they are not needed, thereby reducing energy use. Dimming and turning off building lights also helps eliminate unnecessary heat in the building.

Given the project site's proximity to the Mount Palomar Observatory, site parking lot lighting will be low pressure sodium vapor lighting as encouraged by Section 17.112.040 of the Lake Elsinore Municipal Code.

**Heating Ventilation and Air Conditioning (HVAC) Systems.** The Walmart store would employ an HVAC system that would exceed the industry baseline standards and California Title 24 requirements.

**Dehumidification.** The Walmart store would include a dehumidifying system that allows the store to be operated at a higher temperature, use less energy, and allow the air conditioning and refrigeration systems to operate at maximum efficiency.

**White Roof.** The Walmart store would utilize a white membrane roof instead of the typical darker colored roof materials employed in commercial construction. The white membrane roof would reduce building energy consumption by reducing the heat island effect, as compared to buildings utilizing darker roofing colors.

**Refrigeration.** The Walmart store would utilize non ozone-depleting refrigerants for the refrigerated cases. This limits the amount of copper refrigerant piping, insulation, potential for leaks, and refrigerant charge needed.

**Heat Reclamation.** The Walmart store would reclaim waste heat from onsite refrigeration equipment to supply approximately 70 percent of the hot water needs for the store.

**Central Energy Management System.** Walmart employs a centralized energy management system (EMS) to monitor and control the heating, air conditioning, refrigeration and lighting systems for all stores from Walmart's corporate headquarters in Bentonville, Arkansas. The EMS enables Walmart to constantly monitor and control the store's energy use, analyze refrigeration temperatures, observe HVAC and lighting performance, and adjust system levels from a central location 24 hours per day, seven days per week. Energy use for the entire store would be monitored and controlled in this manner.

**Water Conservation.** The Walmart store would install high-efficiency urinals that use only one-eighth (1/8) gallon of water per flush. This fixture reduces water use by 87 percent compared to the conventional one gallon per flush urinal. The 1/8 gallon urinal also requires less maintenance than waterless urinals. All restroom sinks would use sensor-activated one-half (1/2) gallon per minute high-efficiency faucets. During use, water flows through turbines built into the faucets to generate the electricity needed to operate the motion sensors. Water efficient restroom toilets would be employed in the Walmart restrooms. The fixture uses 20 percent less water compared to mandated EPA Standards of 1.6 gallon per flush fixtures. The toilets utilize built-in water turbines to generate the power required to activate the flush mechanism, which is energy efficient because it saves energy and material by eliminating electrical conduits required to power automatic flush valve sensors.

**Material and Finishes.** The Walmart store would be built using cement mixes that include 15-20 percent fly ash, a waste product of coal-fired electrical generation, or 25-30 percent slag, a by-product of the steel manufacturing process. By incorporating these waste product materials into its cement mixes, Walmart offsets the greenhouse gases emitted in the cement manufacturing process.

The Walmart store would use Non-Reinforced Thermoplastic Panel (NRP) in lieu of Fiber Reinforced Plastic (FRP) sheets on the walls in areas where plastic sheeting is appropriate, including food preparation areas, utility and janitorial areas, and employee break rooms. NRP can be recycled, has better impact resistance and, like FRP, is easy to keep clean.

The Walmart store's exterior and interior field paint coatings would be low volatile organic compound (VOC) paint that would be provided in 55 gallon drums and 275 gallon totes that are returned to the paint supplier for cleaning and reuse. The store would have exposed concrete floors that would not need chemical cleaners, wax strippers or propane-powered buffing.

**Recycled Building Materials.** Construction of the Walmart store would use steel containing approximately 90-98 percent recycled structural steel, which utilizes less energy in the mining and manufacturing process than does new steel. All of the plastic baseboards and much of the plastic shelving included in the expansion area would be composed of recycled plastic.

**Construction and Demolition Recycling.** Walmart would employ a Construction and Demolition (C&D) program to capture and recycle construction waste materials; including: metals, woods, tiles, concretes, asphalts, and other materials generated. Walmart would work with a waste management company to fully research all available C&D recycling facilities in the area, and its C&D program would seek to include the widest possible range of materials recovery options.

**Grading and Construction.** The site could potentially begin grading as early as May 2015. The site is relatively flat and generally slopes from Cambern Avenue southerly at an approximate 1.9 percent gradient. Project proposed to import approximately 35,000 cubic yards of material for building construction, on-site excavation of existing soils and over-excavation is also anticipated. Project construction is anticipated to take approximately 12 months including roadway improvements. The design and construction of the proposed project has been developed to adhere to City Municipal Code.

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

The project site is east of I-15 and is bound by Cambern Avenue to the northeast, Third Street to the southeast, Dexter Avenue to the west, and Central Avenue to the northwest (see Figures 1 and 2). Directly adjacent to and west of the project site is a Mobil gas station with inline retail shops and vacant commercial land; and to the southwest, the rear of the LA Fitness and single-family residences. To the northwest of the project site, across Central Avenue (Hwy 74) is additional retail uses consistent with the proposed retail center. To north, northeast and south of the project site are both vacant and residential land uses. Land uses to the north, northwest and southwest are designated General Commercial. Land uses to the south and southeast are designed Commercial

Mixed Use. Land to the east and northeast are designated for Low, Medium and High Density Residential uses.

### **9. Lead Agency Approvals:**

The following City approvals and permits are anticipated:

- Environmental Impact Report (EIR) certification
- Site Plan Approval for all four parcels through Commercial Design Review
- Conditional Use Permits for all four parcels
- Lot Line Adjustments and Lot Mergers

### **10. Other public agencies whose approval is required:**

CEQA Section 15124 also provides that requirements or potential requirements for “Other Permits and Approvals” should, to the extent known, be identified. Based on the current project design concept, other permits necessary for implementation of the project may require the following discretionary approvals by other responsible and/or regulatory agencies:

- Permitting may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain aspects of the Project operations and its associated equipment.
- Permitting may be required by/through the Santa Ana Regional Water Quality Control Board (RWQCB).
- Streambed Alteration Agreement may be required from the California Department of Fish and Wildlife (CDFW).
- Encroachment permits will be required from the California Department of Transportation (Caltrans) and from the City of Lake Elsinore for roadway improvements.
- EVMWD coordination for water line relocation.
- Southern California Edison underground utilities lines along Cambern Avenue.
- Permitting (i.e., utility connection permits) may be required from utility providers.
- Other ministerial permits necessary to realize all on- and off-site improvements related to the development of the site.
- Permitting may be required by through the U.S. Army Corps of Engineers (USACE)

# 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 type="checkbox"/> Agriculture and Forestry Resources	<input checked="" type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology, Soils and Seismicity
<input checked="" type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards and Hazardous Materials	<input type="checkbox"/> Hydrology and Water Quality
<input checked="" type="checkbox"/> Land Use and Land Use Planning	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Noise
<input type="checkbox"/> Population and Housing	<input checked="" type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Transportation and Traffic	<input checked="" type="checkbox"/> Utilities and Service Systems	<input checked="" type="checkbox"/> Mandatory Findings of Significance

## DETERMINATION:

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.



Richard J. MacHott, Planning Manager

May 27, 2014

Date

# Environmental Checklist

## Aesthetics

<b>Issues (and Supporting Information Sources):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>1. AESTHETICS — Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 which would adversely affect daytime or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) **No Impact.** The City's General Plan identifies viewsheds or landscaped viewshed units of scenic vistas, which include the lake, urban areas around the lake, and the rugged vacant hills in the northern and eastern portion of the City. Fifteen landscape viewshed units in the Lake Elsinore area have been identified; the project site is located in Viewshed 11 which consists mainly of residential and commercial land uses, in which the proposed project would be consistent. The General Plan identifies vantage points, generally around the lake. The lake is located 1.5 miles southwest of the project site and therefore, is not visible from the project site or roadways adjacent to the project site; thus, the project would not alter existing views of the lake. The Santa Ana Mountains and Cleveland National Forest are located approximately four miles northwest, west, and southwest of the project site; as a result, the proposed project would not affect off-site views of these areas. No impacts to viewsheds or landscaped viewshed units of scenic vistas are anticipated and no further analysis is warranted in the EIR.
- b) **Potentially Significant Impact.** There are no officially designated state scenic highways in the vicinity of the project site (Caltrans, 2012). However, SR 74 (Central Avenue), directly adjacent to the project site, is an eligible for designation as a State Scenic Highway but is not officially designated. The project site does not include the General Plan identified scenic resources such as the lake, the Santa Ana Mountains, Cleveland National Forest, other natural landscapes and buildings of historical/cultural significance. However, the proposed project would remove trees within the view of the eligible state scenic highway. Impacts to scenic resources within a state scenic highway may be potentially significant and further analysis is warranted in the EIR.
- c) **Potentially Significant Impact.** The project site consists of a vacant graded area. The northern half of the project site is comprised of disturbed non-native grassland while the

majority of the southern half is disturbed and covered with gravel. A eucalyptus grove is present on-site and is co-dominated by red gum (*Eucalyptus camaldulensis*) and blue gum (*Eucalyptus globulus*) trees running east to west across the centerline of the property. Development of the retail center on the vacant project site would substantially alter the visual character of the project site and would include removal of the eucalyptus grove. The commercial center on the project site would be visually consistent with existing commercial development to the southwest and northwest; but would differ from the vacant lots and residential development that are located to the northeast and southeast. Changes to the project site from implementation of the project may result in a significant impact related to visual character or quality of the site. Therefore, an aesthetics analysis will be conducted during preparation of the EIR to determine the extent of impacts to visual character and quality of the project site. Therefore, impacts related to the visual character or quality of the site and its surroundings would be potentially significant and this will be further examined in the EIR.

d) **Potentially Significant Impact.** The project site is located within a suburban setting. However, the project site is currently vacant and does not contain lighting. The proposed project would introduce a new source of nighttime lighting. The project would include 24-hour storefront, drive through, and parking lot lighting. The project would be required to conform to City lighting standards. However, the proposed retail center would provide a substantial source of new lighting that could generate significant impacts related to light or glare adversely affecting daytime or nighttime views in the area. Therefore, a lighting analysis will be conducted to determine the extent of the lighting impacts. Impacts would be potentially significant and this will be further examined in the EIR.

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## Agricultural and Forest Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>2. AGRICULTURAL AND FOREST RESOURCES —</b>				
<b>Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
	<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"/>

## Discussion

a-e) **No Impact.** The project site is not under a Williamson Contract (CDOC, 2012a) and is not designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance (CDOC, 2012b). The project site does not contain forested or timber land. A portion of the project site contains Farmland of Local Importance but is not utilized for agricultural cultivation. No active agricultural operations currently exist on-site. The project site has been designated for commercial and mixed-use commercial development under the City of Lake Elsinore General Plan, and has existing zoning designations of General Commercial (C-2) and Commercial Mixed Use (CMU). Additionally, land adjacent to the project site does not contain agricultural or forest resources and is zoned for such uses. As the project site does not contain agricultural or forest resources and would not result in the conversion of off-site agricultural or forest resources, there would be no impact for this issue area. No further analysis is warranted in the EIR.

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## Air Quality

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>3. AIR QUALITY —</b>				
<b>Would the project:</b>				
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 which 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) **Potentially Significant Impact.** The project is located in the City of Lake Elsinore in western Riverside County within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. The Basin is currently classified as a federal nonattainment area for ozone and particulate matter smaller than 10 and 2.5 microns (PM<sub>10</sub> and PM<sub>2.5</sub>, respectively), and as a state nonattainment area for ozone, nitrogen dioxide (NO<sub>2</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub>. In response to the federal and state air quality standards being exceeded in most parts of the Basin, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. The AQMP serves to detail goals, policies, and programs for improving air quality in the Basin. Construction and operation of the proposed project would result in the generation of criteria pollutant emissions, including the pollutants for which the Basin is currently designated to be in non-attainment status. As such, development of the project could result in the production of additional criteria air pollutants which may interfere with, or obstruct, the SCAQMD's implementation of the AQMP. Thus, this impact is considered to be potentially significant and will be addressed further in the EIR.
- b) **Potentially Significant Impact.** The construction and operation of the proposed project would generate regional emissions of criteria air pollutants. Construction-related pollutant emissions associated with the project would be generated in the short-term from the operation of heavy construction equipment, the import of approximately 35,000 cubic yards of material for building construction, worker vehicle trips, and fugitive dust from grading and other soil disturbances at the site. The primary contribution to the project's long-term operational emissions would be from mobile sources associated with project-generated vehicle trips, and area sources such as natural gas consumption, landscaping, applications of architectural coatings, etc. Construction source and operational-source emissions of air pollutants resulting from the project may contribute to existing and projected exceedances of criteria pollutants within the Basin, and could exceed the air quality standards and thresholds of significance established by the SCAQMD. As such, these air quality impacts associated with the project are considered to be potentially significant and will be addressed further in the EIR.
- c) **Potentially Significant Impact.** As discussed previously, the Basin is currently classified as a federal nonattainment area for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>, and as a state nonattainment area for ozone, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Consequently, the emissions of criteria air pollutants, including ozone precursors, during construction and operation of the project could result in a cumulatively considerable net increase of these pollutants in the Basin. Thus, the proposed project's cumulative contribution of criteria air pollutants to the Basin are considered to be potentially significant, and this issue will be further analyzed in the EIR.

d) **Potentially Significant Impact.** The construction and operation of the project could potentially expose nearby sensitive receptors in the project site vicinity to substantial localized pollutant concentrations. Existing sensitive receptors in the project area currently include residential uses located adjacent to the project site to the north, northeast, and south. As such, impacts associated with the exposure of existing nearby sensitive receptors to substantial localized air pollutant concentrations such as nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), PM<sub>10</sub>, and PM<sub>2.5</sub> are considered to be potentially significant and will be analyzed in the EIR.

e) **Potentially Significant Impact.** Temporary, short-term odor releases could result from project construction activities. Potential sources of odors include but are not limited to: diesel exhaust, asphalt/paving materials, glues, paint, and other architectural coatings. While the proposed commercial facilities are not the types of land uses that are typically associated with odors, the temporary storage of typical solid waste (refuse) associated with project operations could result in odors that could be a nuisance to neighboring uses. Thus, both construction and operational odor impacts are considered to be potentially significant and will be addressed in the EIR.

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## Biological Resources

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
4. BIOLOGICAL RESOURCES — Would the project:				
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"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

a) **Potentially Significant Impact.** A literature/database search and a site reconnaissance survey of the project site and vicinity were conducted on January 10, 2014 by ESA biologists. The project site is bisected by a line of mature gum trees (*Eucalyptus* spp.) running east to west across the centerline of the property. The northern half of the project site is comprised of disturbed non-native grassland while the majority of the southern half is disturbed and covered with gravel. A database query of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB), the California Native Plant Society's (CNPS) Online Inventory of Rare and Endangered Plants, and the U.S. Fish and Wildlife Service's (USFWS) species occurrence data was conducted to identify special-status plant and wildlife species that have been historically documented near the project site. The literature search also included review of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), a comprehensive, multi-jurisdictional effort that focuses on conservation of 146 species and their associated habitats within western Riverside County, and the MSHCP Online Conservation Report Generator.

Several special-status species have the potential to occur onsite based on the review of literature, databases, and historical records; including fairy shrimp (*Branchinecta* sp. and *Streptocephalus* sp.), quino checkerspot butterfly (*Euphydryas editha quino*), burrowing owl (*Athene cunicularia*), coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo bellii pusillus*), Stephens' kangaroo rat (*Dipodomys stephensi*), several sensitive reptile and amphibian species, rare plants, and species of birds and raptors protected under the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code.

Based on the results of the site reconnaissance survey, no special-status plants have the potential to occur onsite and only three special-status wildlife species have a moderate potential to occur – quino checkerspot, Cooper's hawk (*Accipiter cooperii*), and burrowing owl. Development of the project site with urban structures could impact these special-status species if present onsite; and also result in indirect impacts if their habitats are removed. As a result, potentially significant impacts to candidate, sensitive, or special-status species will be analyzed in the EIR.

b) **Potentially Significant Impact.** The project site does not support any riparian habitat or other sensitive natural communities as may be defined by local or regional plans, policies, or regulations, or by CDFW. The USFWS does not identify any critical habitats

on the project site; however, critical habitat for coastal California gnatcatcher occurs approximately 0.5 mile east of the project site. Two drainages enter the project site from the east and terminate within the eucalyptus grove on-site to the south. The northernmost feature is completely isolated and originates from road runoff along Cambern Avenue; and the southern drainage is connected upstream to a culvert that runs under the adjacent neighborhood. These features may be considered jurisdictional waters of the state, and may be impacted during construction and operation of the proposed retail center project. To fully evaluate potential impacts, a soils characterization and a hydrological analysis study with jurisdictional delineations will be prepared and used to evaluate potential project-related impacts to sensitive natural communities in the EIR.

- c) **No Impact.** The project site does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act, and impacts related to wetlands would not occur from implementation of the proposed project. As noted above, the project site may contain potentially jurisdictional waters of the state; however no federally protected waters exist or would be affected by the proposed project. Further analysis of this issue is not warranted in the EIR.
- d) **No Impact.** According to the MSHCP (*Figure 3-2: Schematic Cores and Linkages Map*) there are no documented terrestrial migration corridors in the vicinity of the project site. Furthermore, the project site is within a moderately developed portion of the City of Lake Elsinore and it is not anticipated that the project site is used for migration, movement or dispersal of wildlife. Project construction and operation would remove some foraging habitat for common reptile, avian, and mammal species, including the eucalyptus grove and non-native grassland on-site; however, these habitat types are wide-spread throughout the region and development of the project site is not anticipated to impede wildlife movement. Further analysis of this issue is not warranted in the EIR.
- e) **No Impact.** The City of Lake Elsinore has a palm tree preservation program in place. The purpose of the program is for the protection of the City's plant life heritage for the benefit of all citizens in Lake Elsinore. The City recognizes the value of significant palm trees within the City of Lake Elsinore as natural aesthetic resources, which help define the history and character of the City. All residents who wish to remove a palm tree that exceeds five feet in height measured from the ground at the base of the trunk to the base of the crown must obtain a palm tree removal permit prior to removal of the tree. No palm trees occur within the project limits and no other local policies or ordinances protecting biological resources apply to the project; therefore, further analysis of this issue is not warranted in the EIR.
- f) **Potentially Significant Impact.** The project site falls within the boundaries of the MSHCP. The MSHCP was adopted by the City of Lake Elsinore in 2004. The MSHCP is a comprehensive, multi-jurisdictional plan that focuses on conservation of 146 species and their associated habitats within western Riverside County. The MSHCP serves as a Habitat Conservation Plan pursuant to Section 10(a)(1)(B) of the federal Endangered

Species Act of 1973, as well as a Natural Communities Conservation Plan (NCCP) under the NCCP Act of 2001. The MSHCP is used to allow the participating jurisdictions (i.e., the County of Riverside, City of Lake Elsinore, and the other fifteen participating cities) to authorize “take” of plants and wildlife species identified within the plan area for private projects and public works projects within the MSHCP areas. Under the MSHCP, the wildlife agencies will grant take authorization for otherwise lawful actions in exchange for the assembly and management of MSHCP Conservation Areas. Under the MSHCP and its permits, in order for authorized “take” of plants and wildlife species, the City reviews proposed land uses in the “criteria area” to determine if they are consistent with the MSHCP’s conservation goals and if the uses will contribute to assembling the reserves. The project site does not fall within the “criteria area”; however, MSHCP survey, habitat evaluation, and mitigation fee requirements apply to individual projects. To determine what mitigation fees apply and what additional survey needs are required for the project, the MSHCP Online Conservation Report Generator and Riverside County Land Information System (RCLIS) databases were queried to determine the specific requirements for compliance with the policies of the MSHCP as described in Volume 1, Chapter 6 Implementation Structure (i.e. Reserve Assembly [6.1.1]; Riparian/Riverine and Vernal Pools [6.1.2]; Narrow Endemic Plants [6.1.3]; Urban/Wildlands Interface [6.1.4]; and Additional Survey Needs [6.2.3]). The results of the database queries showed that the project site does not fall within a Criteria Cell and is therefore not subject to Reserve Assembly under Section 6.1.1; the project site will need to be evaluated for Riparian/Riverine and Vernal Pool Resources (Section 6.1.2); the project site does not fall within a predetermined survey area for Narrow Endemic Plants (Section 6.1.3); the project site will need to be evaluated for potential Urban/Wildlands Interface issues (Section 6.1.4); and no additional surveys are required under Section 6.2.3. Some mitigation fees may apply, including the MSHCP fee and SKR fee, among others. Compliance with the MSHCP conservation goals identified in the plan will be evaluated in the EIR.

## Cultural Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
		Less Than Significant with Mitigation Incorporation	Less Than Significant Impact		
<b>5. CULTURAL RESOURCES — Would the project:</b>					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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) 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"/>	

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) **No Impact.** The project site is a vacant parcel that contains non-native grasses, a row of mature eucalyptus trees, and gravel covered ground. The project site does not contain any existing structures or historic resources, and the project site is not located adjacent to or in the vicinity of any historic sites, which are shown on Figure 3.2-2 of the City's General Plan EIR. Additionally, the General Plan EIR states the Third Street Annexation area (that includes a portion of the project site), does not contain any previously identified historical resources. Therefore, development and operation of the retail center on the project site would not cause a substantial adverse change in the significance of a historical resource and further analysis of this issue is not warranted in the EIR.
- b) **Potentially Significant Impact.** As described in the City's General Plan EIR, previous archaeological investigations conducted in the vicinity of the project site have identified the presence of bedrock milling features and lithic scatters. The presence of known archaeological resources that are close to the project site means that additional resources may be located within the project area, and could be impacted during construction of the proposed project. Therefore, archaeological research and a site survey will be conducted to determine the potential presence or absence of archaeological resources that could be affected by the project. The EIR will provide an evaluation of potential project impacts related to archaeological resources, and will provide appropriate mitigation measures, as necessary.
- c) **Potentially Significant Impact.** Paleontological resources sensitivity mapping provided in Figure 3.2-3 of the Lake Elsinore General Plan EIR shows areas of low, undetermined, and high paleontological sensitivity near the project site. If paleontologically sensitive formations are located under the proposed project site, ground disturbance could result in impacts to paleontological resources. Thus, a paleontological records search for the proposed project will be performed and further evaluation in the EIR is warranted to identify potential impacts and appropriate mitigation measures, as necessary.
- d) **Potentially Significant Impact.** There is no evidence that the project site is located within an area likely to contain human remains, and discovery of human remains during earthmoving activities is not anticipated. However, because archaeological resources, as described above, have been documented near the project area, there is the potential that human remains, including those interred outside of formal cemeteries, are located within the project area. Therefore, ground-disturbing activities associated with implementation of the proposed project have the potential to disturb undiscovered human remains. Hence,

impacts related to disturbance of human remains will be further evaluated in the EIR, and appropriate mitigation measures will be identified, as necessary.

## Geology, Soils, and Seismicity

<b>Issues (and Supporting Information Sources):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>6. GEOLOGY, SOILS, AND SEISMICITY — Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

a.i) **Less than Significant Impact.** There are no known active faults crossing the project site and the project site is not located in or immediately adjacent to an Alquist-Priolo Earthquake Fault Zone. The nearest known active or potentially active fault is the Elsinore (Glen Ivy) Fault, located about 3.2 miles west of the project site. Therefore, the potential for fault rupture at the project site is considered low (Greenburg, 2011) and impacts would be less than significant. Therefore, no further analysis regarding fault rupture is warranted in the EIR.

a.ii) **Potentially Significant Impact.** The nearest known active or potentially active fault is the Elsinore (Glen Ivy) Fault, located about 3.2 miles west of the project site. The project site is located in a seismically active area, and therefore, the project site may experience strong seismic groundshaking. Impacts related to groundshaking will be discussed further in the EIR.

a.iii) **Potentially Significant Impact.** The City has delineated areas of known and suspected liquefaction hazard. In general, liquefaction susceptibility ranges from very low in the former lake footprint to moderate on much of the remainder of the valley floor and very high in the valley floor corridor formerly occupied by the axial riverine drainage. Liquefaction potential is also very high along the area's principal tributary drainages and on portions of the alluvial fans on the valley's eastern margin. The City's General Plan Figure 3.4, Liquefaction Susceptibility in Lake Elsinore Area, shows that the project site is within an area that has a very high potential for liquefaction. In addition, the Riverside County Land Information System website shows that the project site is in an area with a very high potential for liquefaction. Further analysis regarding potential project impacts related to liquefaction will be included in the EIR.

a.iv) **Less than Significant Impact.** Landslides are large movements of the underlying ground that include rock falls, shallow slumping and sliding of soil, and deep rotational or transitional movement of soil or rock. No state landslide data is currently available for the Lake Elsinore Quadrangle, in which the project is located (CDOC, 2007). The project site is relatively flat with gentle slopes descending from north to the south, with site elevations ranging from approximately 1,317 feet above mean sea level (amsl) in the northern portion of the site to about 1,298 feet amsl in the southern portion (Greenburg, 2011). The project site is not located in close proximity to hills or mountains and does not contain steep slopes. Therefore, the risk for landslides onsite is very low, and impacts would be less than significant. No further analysis regarding landslides is warranted in the EIR

b) **Potentially Significant Impact.** Currently the project site has limited vegetation coverage and includes large areas of exposed bare soil. Rills and gullies, which are evidence of erosion, were observed onsite. During project construction, erosion control best management practices (BMPs) would be incorporated as part of a Storm Water Pollution Prevention Plan (SWPPP) prepared in compliance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Impacts related to erosion and the loss of top soil would be evaluated further in the EIR.

c) **Potentially Significant Impact.** Lateral spreading is caused by the lateral displacement of surficial blocks of sediment, as a result of liquefaction in subsurface layers. Lateral spreading is associated with areas prone to liquefaction. The project site has very high to moderate susceptibility for lateral spreading, coinciding with liquefaction. In the Elsinore Valley, subsidence has been attributed to groundwater pumping. Groundwater levels are generally declining throughout the basin. Average declines have been about 15 feet per

year throughout the basin over the past 20 years. This decline in water levels increases the risk for land subsidence. EVMWD is currently in the process of implementing a subsidence-monitoring program in the Elsinore Basin area. Impacts related to lateral spreading, subsidence, and collapse would be evaluated further in the EIR.

- d) **Less than Significant Impact.** Expansive soils are soils that exhibit moderate to high shrink/swell potential and may cause damage to components, including underground utilities, pipelines, foundations, and infrastructure. Expansion index testing indicated that the near surface sandy lean clay soils found onsite have a low expansion potential (Greenburg, 2011). Therefore, impacts related to expansive soils would be less than significant and no further analysis is warranted.
- e) **No Impact.** The project would connect to a public sewer system. No septic systems are proposed, and thus there would be no impact in regard to having soils incapable of supporting proposed septic systems. No further analysis is warranted.

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## Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
7. GREENHOUSE GAS EMISSIONS — Would the project:				
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"/>

## Discussion

- a,b) **Potentially Significant Impact.** The City of Lake Elsinore has adopted a Climate Action Plan that requires a 22.3 percent reduction in GHG emissions per service population between years 2008 and 2020. These efficiency-based targets were derived by dividing the statewide Assembly Bill (AB) 32 targeted emissions levels for 2020 and statewide Executive Order S-3-05 targeted emissions level for 2030 by the 2020 and 2030 statewide service population respectively. These targets represent the maximum quantity of emissions each resident and employee in the State of California could emit in 2020 and 2030 based on emissions levels necessary to achieve the statewide AB 32 and Executive Order S-3-05 GHG emissions reduction goals.

The proposed project could generate a significant level of GHG emissions from both construction and operation, and could conflict with the City's Climate Action Plan if the proposed project is not consistent with the target reduction. The project would result in

long-term operation of a retail center on a site that is currently undeveloped, and as a result the project's contribution to GHG emissions may be potentially significant. In order to determine if the proposed project would result in impacts, the GHG emissions from the proposed project will be calculated and analyzed in a technical study and included in the EIR.

## Hazards and Hazardous Materials

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
<b>8. HAZARDS AND HAZARDOUS MATERIALS — Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) **Less than Significant Impact.** The proposed project would involve the transport of fuels, lubricants, and various other liquids needed for operation of construction equipment at the project site and would be transported to the construction site on an as-needed basis by equipment service trucks. Materials hazardous to humans, wildlife, and

sensitive environments would be present during project construction. These materials include diesel fuel, gasoline, equipment fluids, concrete, cleaning solutions and solvents, lubricant oils, adhesives, human waste, and chemical toilets. The potential exists for direct impacts to human health and the environment from accidental spills of small amounts of hazardous materials from construction equipment during construction.

Additionally, the project would sell products that may be considered hazardous materials. These include pool chemicals, ammunition, paints, thinners, cleaning solvents, fertilizers, pesticides, motor oil, and other gardening, home improvement and automotive substances.

Existing federal and state law regulates the handling, storage and transport of hazardous materials and hazardous wastes. At the federal level, the Resource Conservation and Recovery Act (RCRA; 42 USC 6901 et seq.) requires businesses with substantial quantities of hazardous materials (including fuels, lubricants, solvents, and paints) to adhere to strict requirements in handling, transporting, and storing supplies. Pursuant to the federal Hazardous Materials Transportation Act, 49 U.S.C. § 5101 et seq., the United States Department of Transportation promulgated strict regulations applicable to all trucks transporting hazardous materials. Occupational safety standards have been established in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace, including construction sites. The California Division of Occupational Safety and Health has primary responsibility for developing and enforcing standards for safe workplaces and work practices in California in accordance with regulations specified in CCR Title 8. For example, under Title 8 CCR 5194 (Hazard Communication Standard), construction workers must be informed about hazardous substances that may be encountered and under Title 8 CCR 3203 (Injury Illness Prevention Program) workers must be properly trained to recognize workplace hazards and to take appropriate steps to reduce potential risks due to such hazards. This is particularly important where previously unidentified contamination or buried hazards may be encountered. If additional investigation or remediation is determined to be necessary, compliance with standards for hazardous waste operations (Title 8 CCR 5192) would be required for those individuals involved in the investigation or cleanup work. Thus, during construction, contractors handling, storing or transporting hazardous materials or wastes must comply with regulations which would reduce the risk of accidental release and provides protocols and notification requirements should an accidental release occur. With these existing regulations, impacts during construction would be less than significant, and no further analysis is warranted in the EIR.

After construction, the proposed project would not involve the routine transport, use, or disposal of hazardous materials in significant quantities. Employees and maintenance workers may use such items as pesticides and some industrial cleaning products which, under normal circumstances of use, are considered less than significant. No further analysis is warranted in the EIR in regard to the transport, use or disposal of hazardous materials in significant quantities.

b) **Less than Significant Impact.** A regulatory agency database search for the project area was performed using the California State Water Resources Control Board (SWRCB) GeoTracker and the California Department of Toxic Substances Control (DTSC) Envirostor databases (SWRCB, 2013a; DTSC, 2013) in addition to review of other hazardous site lists maintained by the state (California Environmental Protection Agency, 2013). At this time neither the project site nor surrounding properties posed significant environmental concerns which would prevent development of the project site with commercial uses. The databases search regulatory agency lists for sites with a documented release of hazardous materials or petroleum products. Regulatory agency lists included in the database search were: Federal Superfund (EPA National Priorities List); State Response; Voluntary Cleanup; Landfill Disposal Sites; Military Sites, Leaking Underground Storage Tank (LUST) Sites; and other sites. The search of available environmental records revealed that the proposed subject property is not listed in any of the databases reviewed as having environmental concerns. Additionally, within the vicinity of the project site there are no sites which would currently present concerns to development of the project site. Geotracker, for example, identified two LUST sites located approximately 400 feet southwest of the project sites; however, these sites are closed cases of soil groundwater contamination which were resolved in June 2010 and January 2011. Therefore, the proposed project is not anticipated to 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. No further analysis is warranted in the EIR.

c) **No Impact.** The nearest school is located 2.45 miles east of the project site. The proposed project is a commercial development that would sell products that may be considered hazardous materials. These include pool chemicals, ammunition, paints, thinners, cleaning solvents, fertilizers, pesticides, motor oil, and other gardening, home improvement and automotive substances. As the project site is not located within one-quarter mile of an existing or proposed school and does not involve hazards to nearby schools, there would be no impact for this issue and no further analysis is warranted in the EIR.

d) **No Impact.** A Phase I Environmental Site Assessment was conducted for the subject property by Cornerstone Earth Group (Cornerstone) in 2011. Observed hazardous materials related to vehicle maintenance included mainly new and used lubricants, antifreeze and other automotive-related products. Asbestos-containing materials (ACM) were identified during a hazardous building materials survey. The ACM were associated with the mobile homes and consisted of roof penetration mastics on the roofs of the four mobile homes surveyed, and roof shingles on one of the mobile homes (Cornerstone, 2011). It should be noted that this assessment was conducted when mobile homes were still present on-site. The mobile homes have since been demolished and the project site is now vacant. The search of available environmental records revealed that the proposed subject property is not listed in any of the databases reviewed as having environmental concerns and is not located on any hazardous materials site as designated by Government

Code § 6592.5. Based upon the previous Phase I, as well as a review of federal, state, and local environmental databases, neither the project site nor the surrounding area presents hazardous conditions for development of the project site. Thus, this impact is considered less than significant and no further analysis is warranted in the EIR.

- e, f) **No Impact.** The project site is located approximately 4.8 miles northwest of Skylark Field, a small private airport in the City of Lake Elsinore. The project site is located outside of the Influence Area of this airport as shown in Figure 5 of the Elsinore Area Plan, “Skylark Airport Influence Policy Area” (RCTLMA, 2014). No other private or public airports are located in the immediate project vicinity. Given the distance to the airport, intervening land uses, and relatively small scale of aviation operations of Skylark Field, the project would have no potential to expose employees and visitors of the project site to excessive aircraft-related noise. The proposed project does not present a safety hazard with respect to airports. Therefore, the project would not result in a safety hazard for people residing or working in the project area, and no further analysis is warranted in the EIR.
- g) **Less than Significant Impact.** The proposed project would not interfere with any adopted emergency response or evacuation plan. The project does not propose any changes to the City’s Emergency Preparedness Plan or the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan. All applicable local and state regulatory standards for adequate emergency access will be met. The project would provide vehicle access from Central Avenue, Dexter Avenue, Cambern Avenue and truck access from Cambern Avenue and Third Street. All project access points are proposed to be full-access, with the exception of the driveway on Central Avenue, which is proposed for right-in/right-out access only. The proposed project would also have access to Dexter Avenue via Allan Street and Crane Street. Development is required to comply with emergency vehicle access requirements (e.g., street width and turnaround requirements) in the 2010 CBC, including the Fire Code. Further, the City Engineer and the City Fire Department would review the improvements to the existing roadways to ensure that adequate emergency access or emergency response would be maintained. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts related to emergency access and evacuation would be less than significant. No further analysis is warranted in the EIR.
- h) **Less than Significant Impact.** The project would involve the construction of new structures onsite and could expose more people and additional development to potentially significant hazards from wildfires. The southeastern portion of project site is located within a CAL FIRE State Responsibility area within the Moderate Fire Hazard Severity Zone (CAL FIRE, 2007). However, the General Plan identifies the project site as being within a moderate fire hazard zone, which indicates that with prevention strategies and response programs, this risk can be reduced. The Lake Elsinore Local Hazard Mitigation Plan includes various policies including on-going brush clearance, low fuel landscaping,

fire resistant building techniques, and creation of fuel modification zones around development to address the risk of wildfire (City of Lake Elsinore, 2012). The proposed project would remove the eucalyptus grove onsite and the City Engineer and Fire Department would review the proposed development to ensure that adequate fire protection measures are implemented consistent with the 2010 CBC, thereby lowering the threat of hazards from wildfires. As a result, impacts involving wildland fires would be less than significant.

## Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>9. HYDROLOGY AND WATER QUALITY — Would the project:</b>				
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 substantially 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that 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 a site or area through the alteration of the course of a stream or river, or by other means, 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 stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?				

## Discussion

### Impact Analysis

a) **Potentially Significant Impact.** The project would include construction activities such as grading, earth moving, installation of roads and subsurface infrastructure, and various other construction related activities that could result in temporary upset of surface sediments. Additionally, the use of heavy construction related equipment including graders, bulldozers, excavators, and other construction machinery could result in the accidental release of construction fluids. These may include oils, greases, fuels, and antifreeze, as well as other materials including concrete washout, paint washout, and other construction related water quality pollutants. During storm events, surficial sediment and construction related pollutants could become entrained in stormwater flows. During larger storm events, stormwater flows could make their way off site, leading to an increase in pollutant concentrations downstream for construction related pollutants and sediment. However, project construction activities would be required to apply for coverage under and adhere to the requirements of the State Water Resources Control Board's (SWRCB's) Construction General Permit. Permit conditions would require development and implementation of a SWPPP for all construction activities. The SWPPP would identify the various BMPs to be implemented during construction to prevent the discharge of pollutants from the project site to natural waterways. Permit conditions would also include monitoring and reporting requirements to ensure that identified BMPs are implemented appropriately to protect downstream beneficial use. Construction impacts to water quality would be reduced to less than significant levels with compliance with the Construction General Permit and City requirements for construction activities. No further analysis is warranted in the EIR.

During the post-construction period, the project could result in various long term impacts to water quality from sources consistent with commercial development. These include potential for release of various pollutants into stormwater, including the following:

- Motor oil, antifreeze, brake dust, and other automotive fluids and compounds
- Paint, soap, and commercial cleaners
- Landscape clippings, waste and sediment
- Litter/trash
- Pesticides and herbicides

These and other potential water quality pollutants associated with the proposed development could discharge from the project site during storm events. These pollutants

could become entrained in stormwater and be discharged into municipal storm drains and eventually discharge into downstream waterways. The project would be required to adhere to the conditions of the current municipal separate storm sewer system (MS4) permit for Riverside County (CAS 618033; Order No. R8-2002-0011). A preliminary Water Quality Management Plan (WQMP) must be prepared for the project site that incorporates the requirements of the MS4 permit and other City stormwater management requirements. The WQMP would identify a number of permanent BMPs that would reduce potential impacts on water quality and drainage. These could possibly include preservation of existing drainage patterns, protection of existing vegetation and sensitive areas, preservation of natural infiltration capacity in natural and open space areas, minimization of impervious surfaces, and dispersal of runoff to adjacent pervious areas. BMPs would be designed in accordance with Low Impact Development (LID) procedures for minimizing effects on stormwater and stormwater quality. The EIR would assess the proposed BMPs identified in the WQMP for operational impacts. Impacts to water quality would be potentially significant and further analysis is warranted in the EIR.

b) **Less than Significant Impact.** The project is located within the Elsinore Groundwater basin, which is bounded by the Santa Ana and Elsinore Mountains along the southwest, the Temescal Subbasin to the northwest, and by non-water bearing rocks to the northeast. Lake Elsinore is located in a closed groundwater basin. Recharge in the basin is principally through infiltration of stream flow through alluvial fan deposits and unlined channels in the surrounding watershed. Other sources of inflow include infiltration along the San Jacinto River channel upstream of Lake Elsinore and agricultural and residential return flows (City of Lake Elsinore, 2011). Groundwater in storage has been estimated at about 1.1 million acre-feet (DWR, 2006). Average dissolved solids concentration within the basin is 460 mg/L (DWR, 2006). A geotechnical investigation found groundwater at depths ranging on the project site from 13 to 25 feet below ground surface (Moore, 2011). Groundwater was encountered at deeper depths in the north corner of the project site compared to the southern and eastern building corners of the project site. Based on borings, groundwater appears to be deeper in the north and west of the project compared to the south and east of the project site.

With respect to groundwater supplies, the project would not directly involve the pumping of groundwater during construction or operation. The project would result in the installation of new impervious surfaces, but not within an area used for groundwater recharge. Impervious surfaces prevent the infiltration of groundwater into the subsurface, and can result in reduced infiltration of stormwater into the underlying sediments, resulting in reduced groundwater recharge. Additionally, there is only limited groundwater underlying the project site. Therefore, the project would not substantially interfere with groundwater recharge or substantially deplete groundwater supplies and would result in a less than significant impact. No further analysis is warranted in the EIR.

c,d) **Potentially Significant Impact.** The project would alter the existing drainage patterns onsite. Topography is relatively flat and the site does not contain any existing storm drain pipes. Two drainages enter the project site from the east and terminate within the eucalyptus grove onsite to the south. The northernmost feature is completely isolated and originates from road runoff along Cambern Avenue. The southern drainage is connected upstream to a culvert that runs under the adjacent neighborhood. Topography on the project site and in the vicinity of the project is relatively flat, and runoff onsite passes over the project site through natural rills and gullies that partially pool in the western portion of the project site and continues to flow off of the site to the southwest to flow onto an adjacent parcel. The project would pave the majority of the site and would include small landscaped medians. The transition from pervious to mainly impervious surfaces would reduce the infiltration of stormwater onsite, and could increase the amount or rate of runoff from the site which could result in flooding, erosion and/or siltation off-site. The project would include installation of a permanent drainage system (including storm drains, curbs and gutters, catch basins, and an open channel) to capture and direct runoff from the project. The project drainage system would also capture off-site drainage that currently flows onto the project site and convey it into the area-wide drainage system.

The project would prepare and implement a WQMP for the project site, which would include hydrology calculations for runoff rates. The WQMP would identify additional BMPs for the management of stormwater on site, in order to further reduce potential for flooding, erosion and/or siltation off-site during operation. Although impacts to drainage resulting in flooding, erosion and/or siltation are anticipated to be less than significant, further discussion will be provided in the EIR.

e) **Potentially Significant Impact.** The project would alter the existing drainage patterns onsite. The project site would pave the majority of the site and would include small landscaped mediums throughout. The transition from pervious to mainly impervious surfaces would reduce the infiltration of stormwater onsite, and could increase the amount or rate of runoff from the site which could exceed the capacity of existing or planned stormwater drainage systems. The project would also include implementation of a WQMP for the project site, which would include hydrology calculations for runoff rates. The WQMP would identify additional BMPs for the management of stormwater on site, in order to further reduce potential for exceeding the capacity of existing or planned stormwater drainage systems during operation. Although impacts to the capacity of existing or planned stormwater drainage systems are anticipated to be less than significant, further discussion will be provided in the EIR.

f) **Potentially Significant Impact.** During the post-construction period, the project could result in various long term impacts to water quality from sources from commercial development, which includes the potential for release of various pollutants into stormwater. These pollutants could become entrained in stormwater and be discharged into municipal storm drains and eventually discharge into downstream waterways. A

preliminary WQMP would be prepared for the project site that incorporates the requirements of the MS4 permit and other City stormwater management requirements. The WQMP would identify a number of permanent BMPs that would reduce potential impacts on water quality. These could possibly include preservation of existing drainage patterns, protection of existing vegetation and sensitive areas, preservation of natural infiltration capacity in natural and open space areas, minimization of impervious surfaces, and dispersal of runoff to adjacent pervious areas. BMPs would be designed in accordance with LID procedures for minimizing effects on stormwater and stormwater quality. The EIR will assess the proposed BMPs identified in the WQMP for operational water quality impacts. Impacts to water quality would be potentially significant and further analysis is warranted in the EIR.

- g,h) **No Impact.** The project site is not located within a 100-year flood zone (defined as a flood with a 1 percent annual chance of occurrence), as defined by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 03035C2029G. The proposed project does not include and would not place housing within a 100-year flood zone. The proposed project would not place structures or other facilities associated with the commercial development within a 100-year flood zone. Therefore, no impacts associated with a 100-year flood zone would occur, and no further analysis is warranted in the EIR.
- i) **No Impact.** The project is not protected from flooding by a dam or levee, or by any other flood control structure, the failure of which could cause harm. Thus, the project would not result in an impact related to these issues.
- j) **No Impact.** The project is located inland and at an elevation of at least 1,300 feet amsl; therefore, the project area would not be affected by tsunami. The project is not located immediately adjacent to a lake or other large water body, and therefore would not be affected by seiche. Finally, the project is located within a small watershed of limited area. Although the watershed has moderate topographic relief and some areas of light vegetation cover, the watershed is not large enough to generate a mudflow of sufficient size to cause harm or damage to property. Thus, there would be no impact for these issues.

## Land Use and Land Use Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>10. LAND USE AND LAND USE PLANNING — Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

a) **Less than Significant Impact.** The proposed project would not divide an established community. There are currently no residences located on-site. While there are residential uses to the northeast, southeast and southwest of the site, these neighborhoods are separated either by streets or vacant land and lack connecting or unifying features to the project site. The project site has been planned and is zoned for general commercial development. For these reasons, the project does not divide an established community, and impacts would be less than significant. No further analysis is warranted in the EIR.

The EIR will comprehensively analyze the potential for the proposed project to result in, or cause, land use disruptions due to a potential urban decay impact. Consistent with CEQA requirements, the urban decay analysis will be focus on the identification of economic impacts that may be substantial enough to result in physical changes in the market area (i.e., physical deterioration of existing retail centers/districts).

b) **Less than Significant Impact.** The proposed project would develop commercial uses within an area that is designated for general commercial and mixed commercial use by the City of Lake Elsinore General Plan. The project is not under the jurisdiction of a Specific Plan. The project must undergo City review and ultimately must be consistent with existing City policy to be adopted or propose an amendment to existing City policies. Thus, the project is not anticipated to conflict with any applicable land use plan, policy, or regulation and this impact is considered less than significant. No further analysis is warranted in the EIR.

c) **Potentially Significant Impact.** The project site falls within the boundaries of the MSHCP. The MSHCP was adopted by the City of Lake Elsinore in 2004. The MSHCP is a comprehensive, multi-jurisdictional plan that focuses on conservation of 146 species and their associated habitats within western Riverside County. The MSHCP serves as a Habitat Conservation Plan pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973, as well as a NCCP under the NCCP Act of 2001. Compliance with the MSHCP conservation goals identified in the plan will be evaluated in the EIR. For additional discussion of the MSHCP, refer to Biological Resources.

# Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>11. MINERAL RESOURCES — Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

a,b) **Less than Significant Impact.** The project site is within a Mineral Resource Zone 3a (MRZ-3a) as delineated by the California Geological Survey (1991). The MRZ-3a designation indicates that a known mineral deposit of an undetermined significance is present on the site. There are no active mines located onsite. An area of disturbed soil on the northern portion of the site, as depicted in historic aerial photographs, may have been an exploratory pit associated with larger off-site clay mining operations. The Elsinore Clay Company and International Pipe and Ceramics Corporation owned two of the site parcels between 1947 and 1977; however, manufacturing activities do not appear to have been conducted onsite (Cornerstone, 2011). Based on a search in the USGS Mineral Resources Database, Morton Clay Deposit is located a few hundred feet northeast of the project site's northern corner at Central Avenue and Cambern Avenue and was a past producer of clay. Evans Shafts is located about 350 feet northeast of the project site and was a past producer of clay. Sedco Pit is located just over four miles southeast of the project site, which currently produces non-metallic crushed stone (US-Mining, 2013). As stated above, previous records indicate the area has already been explored for mineral resource value, yet it was never converted into a functioning mine or excavation area, which indicates that resources are not of value. In addition, the project site has been designated for general commercial and mixed use. Therefore, the project would not result in the significant loss of a valuable or locally important mineral resource as designated on a City plan, and significant impacts to mineral resources would not result from the proposed project. No further analysis is warranted in the EIR.

## Noise

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>12. NOISE — Would the project:</b>				
a) Result in 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) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in 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) Result in 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 area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in 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 type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a) **Potentially Significant Impact.** Construction of the proposed project would temporarily increase localized noise levels associated with construction equipment, which may include excavators, lifts, bulldozers, backhoes, concrete pumps, pickup trucks, paving machines, and generators that may be used in construction of the proposed retail center. During project operations, noise from mobile sources such as passenger vehicle trips from retail patrons as well as delivery trucks associated with the retail uses may increase noise on the local roadways. Operation of the retail center would also generate noise from HVAC units, truck deliveries at the loading docks, parking lot noise, and other retail related activities on the project site. The noise sources generated by the proposed project could adversely affect nearby sensitive receptors, which include residential uses adjacent to the project site to the north, northeast, and south. Therefore, the project-related noise impacts are potentially significant and will be evaluated in the EIR.
- b) **Potentially Significant Impact.** Construction activities at the project site can produce groundborne vibration levels that may be perceptible by adjacent off-site uses. The construction of the proposed retail center is not anticipated to require the use of high-impact equipment such as pile drivers, which are known to generate high groundborne vibration levels. However, the project would utilize heavy diesel off-road equipment such as bulldozers, backhoes, crawler tractors, graders, and/or other such machinery that could generate noticeable groundborne vibration levels at the existing adjacent land uses to the

project site. Currently, nearby vibration-sensitive land uses include the single-family residences that are located to the north, northeast, and south of the project site. Due to the location of the existing residential land uses, potential impacts related to vibration from construction activities are potentially significant and will be evaluated in the EIR.

- c) **Potentially Significant Impact.** As described above, operation of the proposed 24-hour retail center would generate noise at the project site related to onsite mechanical equipment (e.g., HVAC units), vehicle travel in the parking lot, and general activities related to the daily operations of a retail center (e.g., delivery truck trips, trash disposal and compaction, etc.). In addition, the development of a retail center at the currently vacant project site would result in the introduction of a new land use that would generate vehicle trips to and from the site. Consequently, a substantial permanent increase in traffic noise levels on the local roadways could result from project implementation. Therefore, the project could result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. As a result, the noise impacts are potentially significant and will be evaluated in the EIR.
- d) **Potentially Significant Impact.** Construction of the proposed project would temporarily increase noise levels on and in the vicinity of the site due to the use of construction equipment, as was described above. In addition, traffic noise related to construction truck trips and worker vehicles would also likely increase noise on area roadways. Therefore, the project could result in a substantial temporary or periodic increase in ambient noise levels. Hence, impacts related to temporary and periodic noise will be evaluated in the EIR.
- e,f) **No Impact.** The project site is located approximately 4.8 miles northwest of Skylark Field, a small private airport in the City of Lake Elsinore. The project site is located outside of the Influence Area of this airport, as shown in Figure 5 of the Elsinore Area Plan, “Skylark Airport Influence Policy Area” (RCTLMA, 2014). No other private or public airports are located in the immediate project vicinity. Given the distance to the airport, intervening land uses, and relatively small scale of aviation operations of Skylark Field, the project’s potential to expose employees and visitors of the project site to excessive aircraft-related noise would not occur, and no further analysis is warranted in the EIR.

# Population and Housing

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>13. POPULATION AND HOUSING — Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units, 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"/>

## Discussion

a) **Less than Significant Impact.** The project does not propose new residential development and would not directly contribute to population growth within the City. The project is proposed at this location in order to service customers from existing demand in the project vicinity, and to provide access to the new retail center via the existing roadway system including I-15 and Central Avenue (SR-74). The project site has been planned and zoned for general commercial development. Further, the project site is located within an urbanized area that contains similar retail center uses and is already served by water and sewer utilities, and other infrastructure. The project would not include the extension of City infrastructure that could spur indirect growth that could induce substantial population growth.

Employment generated by the project may contribute to nominal population growth; however, project-related employment demands would likely be filled by the existing persons within the City and neighboring communities. The unemployment rate in December 2013 was 8.8 percent in Lake Elsinore and 8.0 percent in Wildomar, which is lower than the three previous years, as listed in Table 1 below. The City provides a healthy labor force to meet the project's employment demands locally. Therefore, the project is not anticipated to draw a significant number of employees from outside of the City and adjacent areas, which would relocate to work at the new retail center. Therefore, the project's potential to induce substantial growth directly or indirectly is considered less than significant and no further analysis is warranted in the EIR.

b,c) **No Impact.** The proposed project would not result in the direct displacement of existing housing or people, since the proposed project is a commercial development on vacant land. Therefore, the project would have no impact with respect to these issues and no further analysis is warranted in the EIR.

**TABLE 1**  
**EMPLOYMENT RATE IN LAKE ELSINORE AND WILDOMAR**

	Lake Elsinore	Wildomar
December 2013	8.8	8.0
December 2012	10.8	9.8
December 2011	12.2	11.1
December 2010	13.4	12.2

SOURCE: [www.labormarketinfo.edd.ca.gov](http://www.labormarketinfo.edd.ca.gov). Downloaded March 3, 2014.

## Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>14. PUBLIC SERVICES — Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of, 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 following public services:				
i) Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

a.i) **Potentially Significant Impact.** The City of Lake Elsinore contracts for fire services with the Riverside County Fire Department (RCFD) and the California Department of Forestry and Fire Protection (CAL FIRE). The closest fire station to the project site is Station 97, the Rosetta Canyon Fire Station. This fire station is located at 41725 Rosetta Canyon Drive, located approximately 0.75 mile northeast of the northeastern project boundary. The next closest station is approximately two miles from the project site and located at 410 West Graham. There are also two other stations within the City limits (City of Lake Elsinore, 2014). Response times are established by RCFD guidelines with a goal calling for response to any location within the City to be seven minutes, with the intent to reduce that time to five minutes (City of Lake Elsinore, 2011).

The project could increase the demand for fire suppression and emergency medical response services, which could result in a significant impact. The EIR will address the project's potential incremental demands on fire protection services, and evaluate whether those demands would 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. Mitigation measures will be proposed, if necessary, for any impacts determined to be potentially significant.

a.ii) **Potentially Significant Impact.** The City of Lake Elsinore contracts for police services through the Riverside County Sheriff's Department. The Sheriff's Station is located at 333 Limited Avenue, approximately 1.72 miles south of the project site. The City is staffed at approximately 0.85 officers per 1,000 residents with a goal of 1.0 officer per 1,000 residents (City of Lake Elsinore 2011).

The project consists of new 24-hour commercial facilities on a site that is currently undeveloped. The project would provide security systems and staff; however, the project could increase the demand for law services and result in a significant impact. The EIR will address the project's potential incremental demands on law enforcement services, and evaluate whether those demands would 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. Mitigation measures will be proposed, if necessary, for any impacts determined in the EIR to be potentially significant.

a.iii) **Less than Significant Impact.** The proposed project would not develop residential uses and thus would not increase direct school enrollment within the Lake Elsinore Unified School District (LEUSD). Indirect impacts to schools could occur if the employees of the proposed retail center relocate to be closer to work and if they have children that would attend school. However, as described above in the Population and Housing discussion, the unemployment rate in the Cities of Lake Elsinore and Wildomar provide an ample labor force that would be able to meet the project's employment demands locally. Therefore, the project is not anticipated to draw a significant number of employees from outside of the City that would relocate to the City, and generate new students at local schools. As a result, the potential for this secondary effect to result in the need for new or physically altered school facilities would be less than significant. Furthermore, the project, like all commercial projects, would be required to pay school impact fees as levied by the LEUSD, which would provide funding for school facilities. Impacts related to school facilities would be less than significant, and no further analysis is warranted in the EIR.

a.iv) **Less than Significant Impact.** The proposed project would not develop residential uses and thus would not increase direct park uses within Lake Elsinore. Indirect impacts to parks could occur if the employees of the proposed retail center relocate to be closer to

work and utilize local parks. Also, secondary impacts to park facilities from commercial development would be the occasional use of a park during a lunch or dinner break. As is consistent with all commercial projects, the proposed retail center project would be required to pay park fees to the City for the purpose of establishing, improving and maintaining park land within the City. Overall, development and operation of the retail center would not result in the increase in use of park facilities that would be substantial, such that new or physically altered park facilities would be needed. Therefore, project impacts related to parks are less than significant and, and no further analysis is warranted in the EIR.

a.v) **Less than Significant Impact.** As described above, proposed project would not develop residential uses and thus would not directly increase City population. Potentially limited indirect increases to public facilities from the increase in employees from the project could result; however, similar to the previous discussion above, secondary impacts to library facilities from commercial development would be the occasional use of a proximate library during a lunch or dinner break. As a result, the potential for the project to result in substantial adverse physical impacts associated with new or physically altered governmental facilities, or the need for new or physically altered governmental facilities is considered less than significant.

## Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>15. RECREATION — Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

a) **Less than Significant Impact.** The project does not propose elements (e.g., residential development) that would result in substantial increased demands for neighborhood or regional parks or other recreational facilities. Further, project related employment demands are expected to be largely filled by existing residents or neighboring communities. As such, the proposed project's potential to result in increased demands on neighborhood or regional parks or other recreational facilities is considered less than significant. Indirect impacts to parks could occur if the employees of the proposed retail center relocate to be closer to work and utilize local parks. Also, secondary impacts to

park facilities from commercial development would be the occasional use of a park during a lunch or dinner break. As is consistent with all commercial projects, the proposed retail center project would be required to pay park fees to the City for the purpose of establishing, improving and maintaining park land within the City. Overall, development and operation of the retail center would not result in the increase in use of park facilities that would be substantial, such that new or physically altered park facilities would be needed. Therefore, project impacts related to parks are less than significant and, and no further analysis is warranted in the EIR.

b) **Less than Significant Impact.** The construction of recreational facilities is not included in the proposed project, nor will the project require the construction or expansion of recreational facilities. Neither project construction nor operations are anticipated to negatively impact any surrounding recreational facilities. As previously stated, the project would pay \$0.10 per square foot of enclosed space in order to establish, improve and maintain park land within the City. The project would not otherwise require the construction or expansion of recreational facilities and thus would have less than significant impacts and would not be discussed further in the EIR.

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## Transportation and Traffic

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
<b>16. TRANSPORTATION AND TRAFFIC —</b> <b>Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

## Discussion

- a) **Potentially Significant Impact.** Development of the proposed retail center project would generate vehicle trips to and from the currently vacant project site that would increase vehicular traffic, including truck trips, along area roads. The additional traffic volumes could generate impacts to intersections and roadway segments, and results in conflicts with an adopted plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Therefore, a comprehensive Traffic Impact Analysis (TIA) will be prepared to evaluate project trip generation from construction and operations. Project impacts related to traffic would be potentially significant and will be evaluated further in the EIR.
- b) **Potentially Significant Impact.** The Congestion Management Program (CMP) for Riverside County is prepared and updated by the Riverside County Transportation Commission (RCTC, 2011). I-15 and SR 74 (Central Avenue adjacent to the project site) are highways within the CMP. As described, in response a) above, development and operation of the proposed retail center would generate traffic and increase local roadways, which include both of these CMP roadways. As a result, project impacts related to the Riverside County CMP program would be potentially significant and will be evaluated further in the EIR.
- c) **No Impact.** The project does not include any components related to air traffic. As described previously, the project site is located approximately 4.8 miles northwest of Skylark Field and outside of the Influence Area of this airport. There are no other private or public airports located in the immediate project vicinity, and impacts related to air traffic patterns would not occur from implementation of the retail center project.
- d) **Less than Significant Impact.** The project would include an onsite circulation system, ingress and egress from adjacent streets and development, and would improve adjacent streets to the project site. The proposed circulation system, including all sight distance design requirements, number of access points, and pedestrian and bicycle facilities would comply with City codes, policies and standards, and would be reviewed and approved by the City's Public Works and Traffic Engineering staff. The circulation would be free of sharp curves, dangerous intersections, and uses that are inconsistent with the proposed retail center uses. Although the proposed project would increase traffic volumes in the project vicinity, the project would not include any hazardous traffic features. As a result, impacts related to hazards due to a design feature or incompatible use would be less than significant, and not further evaluated in the EIR.

e) **Less than Significant Impact.** The project would develop a retail center on a site that is currently vacant and surrounded by existing streets that would be improved to City standards by the proposed project. City standard development reviews by the City's planning, traffic engineering, and fire department staff (via contract with Riverside County Fire Department) would ensure that adequate emergency access would be provided with development of the project. As a result, project impacts related to inadequate emergency access would be less than significant, and will not be further evaluated in the EIR.

f) **Less than Significant Impact.** The retail center project does not present elements or aspects that would conflict with adopted alternative transportation policies. Development of the retail center includes connections to all of the adjacent street systems and installation of 34 bicycle racks on the project site. In addition, the Riverside Transit Agency (RTA) currently provides bus service that travels by the project site. RTA Route 22 travels along Central Avenue past the project site. The proposed project would include relocation of the existing bus stop along Central Avenue, approximately 200 feet from its current location. The proposed project would provide for use of this existing route by providing a bus turnout on Central Avenue (SR-74). Therefore, the project would not conflict with adopted policies supporting alternative transportation, and impacts would be less than significant, and no further analysis is warranted in the EIR.

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## Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>17. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>Issues (and Supporting Information Sources):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

a, b, e) **Less than Significant Impact.** Wastewater service to the project site would be provided by EVMWD via existing lines along streets that are adjacent to the project site. EVMWD provides wastewater and reclaimed water service to the Cities of Lake Elsinore, Canyon Lake, Wildomar, portions of the City of Murrieta and unincorporated portions of Riverside County. Project-generated wastewater would be typical of commercial/retail sources, and would not require treatment beyond that provided by existing and programmed EVMWD facilities. Wastewater flows from the project site would be collected and conveyed to the existing sewer line on Crane Street and sewer line on Third Street. Wastewater treatment demands of the proposed project can be accommodated within the scope of existing/programmed EVMWD facilities and would not cause or result in exceedance of wastewater treatment requirements. The project proponent would be required to pay for utility rates and connection fees to reduce the impacts from increased demands to wastewater services to a less than significant level. Construction of new lines or expansion of existing lines is not proposed as there is sufficient capacity to support the proposed project. Therefore, impacts would be less than significant, and no further analysis is warranted in the EIR.

c) **Potentially Significant Impact.** Operations of the project have the potential to result in long-term impacts to the area drainage system. The proposed project would include installation of two separate storm drain facilities. The project drainage system would capture off-site drainage that currently flows onto the project site and convey it into the area-wide drainage system. The on-site stormwater would be collected via inlets and piped to an onsite underground stormwater detention system, then released to the existing storm drain system within Dexter Avenue via a proposed 30-inch storm drain along Crane Street. The EIR will evaluate the potential for the project to require or result in the construction of new storm water drainage facilities or expansion of existing facilities.

d) **Potentially Significant Impact.** Domestic water is provided to the project site by the EVMWD. EVMWD's water supply is a blend of local groundwater, surface water from Railroad Canyon Reservoir (Canyon Lake), and imported water. Approximately one-half of the District's water supply is imported. Water supply and availability are recognized as general issues of concern. A 12-inch ductile iron water main is located on Cambern Avenue; and an eight-inch service line would supply water to the proposed project. Sprinkler protection for this facility would be provided by an 8-inch lead in from the 8-inch fire line northeast of the property (also on Cambern Avenue) (Telgian, 2011). The

project's potential impacts to water supplies and potential effects on the availability of water are initially identified as potentially significant, and will be further addressed in the EIR.

- f) **Less than Significant Impact.** Chapter 14.12 of the City Municipal Code requires that project construction divert a minimum of 50 percent of construction and demolition debris. Following construction, the project would be served by CR&R, the City's trash hauler. Each business would be provided with a three cubic yard commercial container, with regular weekly service from Monday through Saturday. CR&R also provides a three or four-yard bin for collection as part of their Mixed Use Recycling Program upon request. They also provide glass recycling, electronic waste, bulky items, and special event waste pickup upon request (CR&R, 2014). Waste produced on-site would be hauled to a materials recovery facility, transfer facility or landfill in Riverside County. The Riverside County Waste Management Department manages the landfills used by the City of Lake Elsinore. The landfills typically used by the City of Lake Elsinore are the El Sobrante, Badlands and Lamb Canyon Landfills (City of Lake Elsinore, 2011). The El Sobrante Landfill is the closest to the project site, located approximately 9.5 miles northwest at 10910 Dawson Canyon Road in the City of Corona. The El Sobrante, Badlands and Lamb Canyon Landfills based on current planning efforts and permitted daily capacity have anticipated closure dates of 2045, 2024, and 2021 respectively (CalRecycle, 2013). Both the Badlands Landfill and the Lamb Canyon Landfill also have room for potential expansion (City of Lake Elsinore, 2011). As the amount of solid waste generated by the project is anticipated to be accommodated by these existing landfills and overall solid waste would be reduced by the provision of recycling and green waste collection, impacts from the project would be less than significant, and no further analysis is warranted in the EIR.
- g) **No Impact.** The proposed project would comply with federal, state and local statutes and regulations related to solid waste and thus no impacts would occur for this issue. No further analysis is warranted in the EIR.

# Mandatory Findings of Significance

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE — Would the project:</b>				
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 would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) **Potentially Significant Impact.** As described previously, several special-status species have the potential to occur onsite, and development and operation of the retail center on the project site could impact these species and their habitats. Additionally, unidentified buried cultural resources related to California's history and prehistory could exist within the project area. Therefore, impacts are potentially significant and further analysis is warranted in the EIR.
- b) **Potentially Significant Impact.** Impacts of the project, together with other recent, proposed, or anticipated projects in the area, may have a cumulative impact to environmental considerations, including: aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gasses, hazards, hydrology, water quality, noise, public services, traffic, and utilities. Therefore, cumulative impacts generated by the proposed project would be potentially significant. The EIR will identify the project's contribution to, and context within, potentially significant cumulative environmental effects, and identify mitigation as necessary.
- c) **Potentially Significant Impact.** As described in the specific resource sections above, construction and operation of the proposed project could result in environmental affects directly and indirectly that may affect humans. Impacts are potentially significant and will be further analyzed in the EIR.

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STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH



EDMUND G. BROWN JR.  
GOVERNOR

RECEIVED

STATE CLEARINGHOUSE AND PLANNING UNIT

KEN ALEX  
DIRECTOR

JUN 02 2014

Notice of Preparation

May 28, 2014 CITY OF LAKE ELSINORE  
PLANNING DIVISION

To: Reviewing Agencies

Re: Lake Elsinore Walmart Retail Center Project  
SCH# 2014051093

Attached for your review and comment is the Notice of Preparation (NOP) for the Lake Elsinore Walmart Retail Center Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Richard J. MacHott**  
**City of Lake Elsinore**  
**130 S. Main Street**  
**Lake Elsinore, CA 92530**

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report**  
**State Clearinghouse Data Base**

**SCH#** 2014051093  
**Project Title** Lake Elsinore Walmart Retail Center Project  
**Lead Agency** Lake Elsinore, City of

**Type** NOP Notice of Preparation  
**Description** The proposed project would develop a commercial retail shopping center that would include a 154,487 sf Walmart store and three outer lots for other retail uses. Two different options are considered for the corner outer lot. Option A would include 16 fueling stations with an approximately 3,100 sf convenience store and drive-through car wash. Option B would include approximately 9,200 sf of retail and/or restaurant space situated within two buildings. The remaining two parcels would be improved with drive-through restaurants of approximately 3,700 sf and 3,100 sf. Proposed infrastructure includes parking, circulation improvements, and storm drainage improvements.

**Lead Agency Contact**

<b>Name</b>	Richard J. MacHott	
<b>Agency</b>	City of Lake Elsinore	
<b>Phone</b>	(951) 674-3124 x209	<b>Fax</b>
<b>email</b>		
<b>Address</b>	130 S. Main Street	
<b>City</b>	Lake Elsinore	<b>State</b> CA <b>Zip</b> 92530

**Project Location**

<b>County</b>	Riverside	
<b>City</b>	Lake Elsinore	
<b>Region</b>		
<b>Cross Streets</b>	Central Avenue (Highway 74) and Third Street; Third Street and Cambern Avenue	
<b>Lat / Long</b>	33° 41' 36.79" N / 117° 19' 59.13" W	
<b>Parcel No.</b>	377-030-015, 377-030-076, 377-090-009, 377-090-029, 377-090-031, 032	
<b>Township</b>	5S	<b>Range</b> 4W
		<b>Section</b> 31
		<b>Base</b> SBB&M

**Proximity to:**

<b>Highways</b>	I-15, SR 74
<b>Airports</b>	
<b>Railways</b>	
<b>Waterways</b>	
<b>Schools</b>	
<b>Land Use</b>	LU: Undeveloped vacant
	Z: General Commercial (C-2) and Commercial Mixed Use (CMU)
	GP: General Commercial and Commercial Mixed Use

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects

**Reviewing Agencies** Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 6; Native American Heritage Commission; California Highway Patrol; Caltrans, Division of Transportation Planning; Caltrans, District 8; Air Resources Board; Regional Water Quality Control Board, Region 9

2014051093

## Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613

For Hand Delivery Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

**Project Title:** Lake Elsinore Walmart Retail Center Project

Lead Agency: City of Lake Elsinore

Contact Person: Richard J. MacHott

Mailing Address: 130 South Main Street

Phone: (951) 674-3124, ext. 209

City: Lake Elsinore

Zip: 92530 County: Riverside

**Project Location:** County: Riverside

City/Nearest Community: Lake Elsinore

Cross Streets: Central Avenue (Highway 74) and Third Street: Third Street and Camborn Avenue Zip Code: 92530

Lat. / Long: 33° 41' 36.79" N: 117° 19' 59.13" W

Total Acres: 17.66

Assessor's Parcel No.: 377-030-015, 377-030-076, 377-090-009, 377-090-029, 377-090-030, 377-090-031, 377-090-032 Section: 31 PSEC Twp.: 5S

Range: 4W Base: SBB&M

Within 2 Miles: State Hwy #: Interstate 15, State Route 74

Waterways

Airports:

Railways:

Schools:

### Document Type:

CEQA:  NOP  
 Early Cons  
 Neg Dec  
 Mit Neg Dec

Draft EIR  
 Supplement/Subsequent EJR  
(Prior SCH No.)  
Other

NEPA:  NOI  
 EA  
 DEIS/EIS  
 FONS

Other:  Joint Document  
 Final Document  
 Other

### Local Action Type:

General Plan Update  
 General Plan Amendment  
 General Plan Element  
 Community Plan

Specific Plan  
 Master Plan  
 Planned Unit Development  
 Site Plan

Rezone  
 Prezone  
 Use Permit  
 Land Division (Subdivision, etc.)

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STATE CLEARING HOUSE

Annexation  
 Redevelopment  
 Coastal Permit  
Other street vacation

### Development Type:

Residential: Units \_\_\_\_\_ Acres \_\_\_\_\_  
 Office: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  
 Commercial: Sq.ft. 171,000 Acres \_\_\_\_\_ Employees \_\_\_\_\_  
 Industrial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  
 Educational \_\_\_\_\_  
 Recreational \_\_\_\_\_

Water Facilities: Type \_\_\_\_\_ MGD \_\_\_\_\_  
 Transportation: Type \_\_\_\_\_  
 Mining: Mineral \_\_\_\_\_  
 Power: Type \_\_\_\_\_ MW \_\_\_\_\_  
 Waste Treatment: Type \_\_\_\_\_ MGD \_\_\_\_\_  
 Hazardous Waste: Type \_\_\_\_\_  
 Other: \_\_\_\_\_

### Project Issues Discussed in Document:

Aesthetic/Visual  
 Agricultural Land  
 Air Quality  
 Archeological/Historical  
 Biological Resources  
 Coastal Zone  
 Drainage/Absorption  
 Economic/Jobs  
 Other \_\_\_\_\_

Fiscal  
 Flood Plain/Flooding  
 Forest Land/Fire Hazard  
 Geologic/Seismic  
 Minerals  
 Noise  
 Population/Housing Balance  
 Public Services/Facilities

Recreation/Parks  
 Schools/Universities  
 Septic Systems  
 Sewer Capacity  
 Soil Erosion/Compaction/Grading  
 Solid Waste  
 Toxic/Hazardous  
 Traffic/Circulation

Vegetation  
 Water Quality  
 Water Supply/Groundwater  
 Wetland/Riparian  
 Growth Inducing  
 Land Use  
 Cumulative Effects

### Present Land Use/Zoning/General Plan Designation:

Land Use: Undeveloped vacant

Zoning: General Commercial (C-2) and Commercial Mixed Use (CMU)

General Plan: General Commercial and Commercial Mixed Use

### Project Description: (please use a separate page if necessary)

The proposed project would develop a commercial retail shopping center that would include a 154,487 square foot Walmart store and three outer lots for other retail uses. Two different options are considered for the corner outer lot. Option A would include 16 fueling stations with an approximately 3,100 square foot convenience store and drive-through car wash. Option B would include approximately 9,200 square feet of retail and/or restaurant space situated within two buildings. The remaining two parcels would be improved with drive-through restaurants of approximately 3,700 square feet and 3,100 square feet. Proposed infrastructure includes, parking, circulation improvements, and storm drainage improvements.

## NOP Distribution List

## County: Riverside

<input type="checkbox"/> Resources Agency	Laurie Hainsberger	<input type="checkbox"/> Fish & Wildlife Region 1E	Native American Heritage Comm.	<input type="checkbox"/> Caltrans, District 8 Dan Kopulsky
<input type="checkbox"/> Dept. of Boating & Waterways	Jeff Drongesen	<input type="checkbox"/> Fish & Wildlife Region 2	Debbie Treadway	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander
<input type="checkbox"/> California Coastal Commission	Charles Armor	<input type="checkbox"/> Fish & Wildlife Region 3	Public Utilities Commission	<input type="checkbox"/> Caltrans, District 10 Tom Dumas
<input type="checkbox"/> Colorado River Board	Nicole Wong	<input type="checkbox"/> Fish & Wildlife Region 4	Leo Wong	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang
<input type="checkbox"/> Dept. of Conservation	Elizabeth A. Fuchs	<input type="checkbox"/> Fish & Wildlife Region 5	Julie Vance	<input type="checkbox"/> State Lands Commission Jennifer Deleong
<input type="checkbox"/> California Energy Commission	Tanya Trujillo	<input type="checkbox"/> Fish & Wildlife Region 6	Leslie Newton-Reed	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques
<input type="checkbox"/> Dept. of Parks & Recreation	Elizabeth Carpenter	<input type="checkbox"/> Fish & Wildlife Region 7	Gabrina Gatchel	<input type="checkbox"/> Cal/EPA Air Resources Board
<input type="checkbox"/> Dept. of Parks & Recreation	Eric Knight	<input type="checkbox"/> Fish & Wildlife Region 8	Habitat Conservation Program	<input type="checkbox"/> All Projects CEQA Coordinator
<input type="checkbox"/> Cal Fire	Cal Foster	<input type="checkbox"/> Fish & Wildlife Region 9	Heidi Sickler	<input type="checkbox"/> Caltrans - Division of Aeronautics Philip Crimmins
<input type="checkbox"/> Central Valley Flood Protection Board	James Herota	<input type="checkbox"/> Fish & Wildlife Region 10	Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Caltrans - Planning Terri Pencovic
<input type="checkbox"/> Dept. of General Services	Ron Parsons	<input type="checkbox"/> Fish & Wildlife Region 11	Dept. of Fish & Wildlife M	<input type="checkbox"/> California Highway Patrol Suzann Ikeuchi
<input type="checkbox"/> Dept. of General Services	Steve McAdam	<input type="checkbox"/> Fish & Wildlife Region 12	George Isaac	<input type="checkbox"/> Office of Special Projects Sandra Schubert
<input type="checkbox"/> Dept. of General Services	Nadell Gayou	<input type="checkbox"/> Fish & Wildlife Region 13	Marine Region	<input type="checkbox"/> Dept. of General Services Dept. of Food and Agriculture
<input type="checkbox"/> Dept. of General Services	Scott Flint	<input type="checkbox"/> Fish & Wildlife Region 14	James Herota	<input type="checkbox"/> Dept. of General Services Public School Construction
<input type="checkbox"/> Dept. of General Services	Donald Koch	<input type="checkbox"/> Fish & Wildlife Region 15	Office of Historic Preservation	<input type="checkbox"/> Dept. of General Services Dept. of General Services
<input type="checkbox"/> Dept. of General Services	Diana Watson	<input type="checkbox"/> Fish & Wildlife Region 16	Environmental Stewardship Section	<input type="checkbox"/> Dept. of General Services Anna Garberff
<input type="checkbox"/> Dept. of General Services	Dennis Castillo	<input type="checkbox"/> Fish & Wildlife Region 17	Resources, Recycling & Recovery	<input type="checkbox"/> Environmental Services Section Sue O'Leary
<input type="checkbox"/> Dept. of General Services	Michael Navarro	<input type="checkbox"/> Fish & Wildlife Region 18	S.F. Bay Conservation & Dev't. Comm.	<input type="checkbox"/> Dept. of Public Health Jeffery Worth
<input type="checkbox"/> Dept. of General Services	David Murray	<input type="checkbox"/> Fish & Wildlife Region 19	Steve McAdam	<input type="checkbox"/> Dept. of Health/Drinking Water Kevan Samsam
<input type="checkbox"/> Dept. of Water Resources Resources Agency	Michael Machado	<input type="checkbox"/> Fish & Wildlife Region 20	Independent Commissions, Boards	<input type="checkbox"/> Delta Stewardship Council Kevan Samsam
<input type="checkbox"/> Dept. of Game	Other	<input type="checkbox"/> Fish & Wildlife Region 21	Scott Flint	<input type="checkbox"/> Delta Protection Commission Michael Machado
<input type="checkbox"/> Dept. of Fish & Wildlife Environmental Services Division	Other	<input type="checkbox"/> Fish & Wildlife Region 22	Donald Koch	<input type="checkbox"/> Cal EMA (Emergency Management Agency) Dennis Castillo

## SCH#

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<input type="checkbox"/> Dept. of General Services	Scott Flint	<input type="checkbox"/> Fish & Wildlife Region 14	Office of Historic Preservation	<input type="checkbox"/> Dept. of General Services Dept. of General Services
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<input type="checkbox"/> Dept. of General Services	Dennis Castillo	<input type="checkbox"/> Fish & Wildlife Region 17	S.F. Bay Conservation & Dev't. Comm.	<input type="checkbox"/> Dept. of Public Health Jeffery Worth
<input type="checkbox"/> Dept. of General Services	Michael Navarro	<input type="checkbox"/> Fish & Wildlife Region 18	Steve McAdam	<input type="checkbox"/> Dept. of Health/Drinking Water Kevan Samsam
<input type="checkbox"/> Dept. of Water Resources Resources Agency	David Murray	<input type="checkbox"/> Fish & Wildlife Region 19	Independent Commissions, Boards	<input type="checkbox"/> Delta Stewardship Council Kevan Samsam
<input type="checkbox"/> Dept. of Game	Michael Machado	<input type="checkbox"/> Fish & Wildlife Region 20	Scott Flint	<input type="checkbox"/> Delta Protection Commission Michael Machado
<input type="checkbox"/> Dept. of Fish & Wildlife Environmental Services Division	Other	<input type="checkbox"/> Fish & Wildlife Region 21	Donald Koch	<input type="checkbox"/> Cal EMA (Emergency Management Agency) Dennis Castillo
<input type="checkbox"/> Dept. of Game	Other	<input type="checkbox"/> Fish & Wildlife Region 22	Other	Other

## 2014051093

## Regional Water Quality Control Board (RWQCB)

<input type="checkbox"/> RWQCB 1	Cathleen Hudson
<input type="checkbox"/> RWQCB 2	North Coast Region (1)
<input type="checkbox"/> RWQCB 3	Environmental Document Coordinator
<input type="checkbox"/> RWQCB 4	San Francisco Bay Region (2)
<input type="checkbox"/> RWQCB 5	Central Coast Region (3)
<input type="checkbox"/> RWQCB 6	Los Angeles Region (4)
<input type="checkbox"/> RWQCB 7	Central Valley Region (5)
<input type="checkbox"/> RWQCB 8	Central Valley Region (5)
<input type="checkbox"/> RWQCB 9	Fresno Branch Office
<input type="checkbox"/> RWQCB 10	Central Valley Region (5)
<input type="checkbox"/> RWQCB 11	Redding Branch Office
<input type="checkbox"/> RWQCB 12	Lahontan Region (6)
<input type="checkbox"/> RWQCB 13	Victorville Branch Office
<input type="checkbox"/> RWQCB 14	Colorado River Basin Region (7)
<input type="checkbox"/> RWQCB 15	Santa Ana Region (8)
<input type="checkbox"/> RWQCB 16	San Diego Region (9)
<input type="checkbox"/> RWQCB 17	Other

Conservancy

Last Updated 5/5/2014



Johnson  
Barnhouse  
& Keegan LLP

*Attorneys at Law*

[rwade@indiancountrylaw.com](mailto:rwade@indiancountrylaw.com)  
505.842.6123 direct line

May 28, 2014

Ms. Renee Escario, City Clerk  
City of Lake Elsinore  
626 Wilshire Blvd., Ste. 1100  
Los Angeles, CA 90017

*Re: Removal from Mailing Lists*

Dear Ms. Escario:

This letter is to request that you remove me, and my firm, from all future mailings and notices, including:

1. all notices required by the California Environmental Quality Act, Public Resources Code Section 21000, *et seq.* ("CEQA");
2. all notices of public hearings required by Government Code Section 65092;
3. notice of any pending discretionary approval by the City that involves a general plan or specific plan amendment, tentative tract map, development agreement; or designation of open space; and,
4. for items 1 through 3 above, copies for our review and comment of all archeological studies, reports, site records, proposed testing plans and proposed cultural resource mitigation measures and conditions as soon as they become available.

Thank you for your cooperation in this matter. Please contact me if you have any questions.

Sincerely,

  
Richard C. Wade, Paralegal



RECEIVED

JUN 02 2014

CITY OF LAKE ELSINORE  
PLANNING DIVISION

May 29, 2014

Richard MacHott  
Planning Manager  
City of Lake Elsinore  
130 South Main Street  
Lake Elsinore, CA 92530

Riverside Transit Agency  
1825 Third Street  
P.O. Box 59968  
Riverside, CA 92517-1968  
Phone: (951) 565-5000  
Fax: (951) 565-5001

Subject: Draft Environmental Impact Report for the Lake Elsinore Walmart Retail Center Project

Dear Mr. MacHott:

Thank you for providing RTA the opportunity to comment on the Lake Elsinore Walmart Retail Center Project. RTA currently has service in the area with Route 22, a regional route which runs seven days a week and serves the cities of Lake Elsinore, Perris, and Riverside. The proposed relocation of the existing bus turnout is satisfactory, contingent upon the relocated turnout meeting the design parameters approved by RTA (Exhibit A).

Bus stop specifications vary by location and jurisdiction, but the following are some general guidelines.

- Similar to sidewalks, transit stops must meet ADA requirement. A part of that requirement is having a continuous paved connection to and from the stop. Most commonly, these are sidewalks at the stop itself that provides clearance for wheelchair movement (Exhibit B).
- Provide amenities for transit users such as lighting, shelters, benches, and trash receptacles.

For more information on design guidelines for bus transit service, please see RTA's *Design Guidelines for Bus Transit* document at [www.riversidetransit.com](http://www.riversidetransit.com), under publications. Please do not hesitate to contact me with any questions by phone at (951) 565-5134 or email at [llovegren@riversidetransit.com](mailto:llovegren@riversidetransit.com).

Sincerely,

A handwritten signature in blue ink, appearing to read "Leif Lovegren".

Leif Lovegren  
Planning Analyst

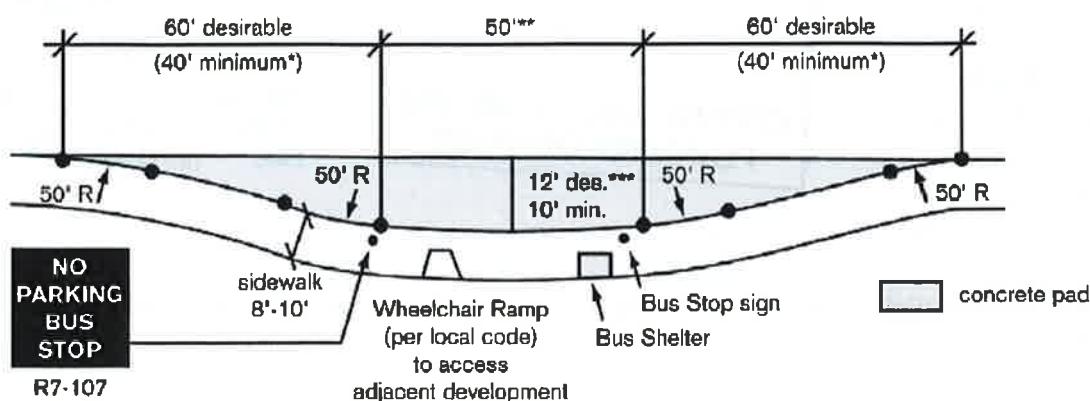
Cc: Sam Wattana, Stops and Zones Supervisor

## Exhibit A:

FIGURE 31

### Design parameters for large bus turnout

Not to scale

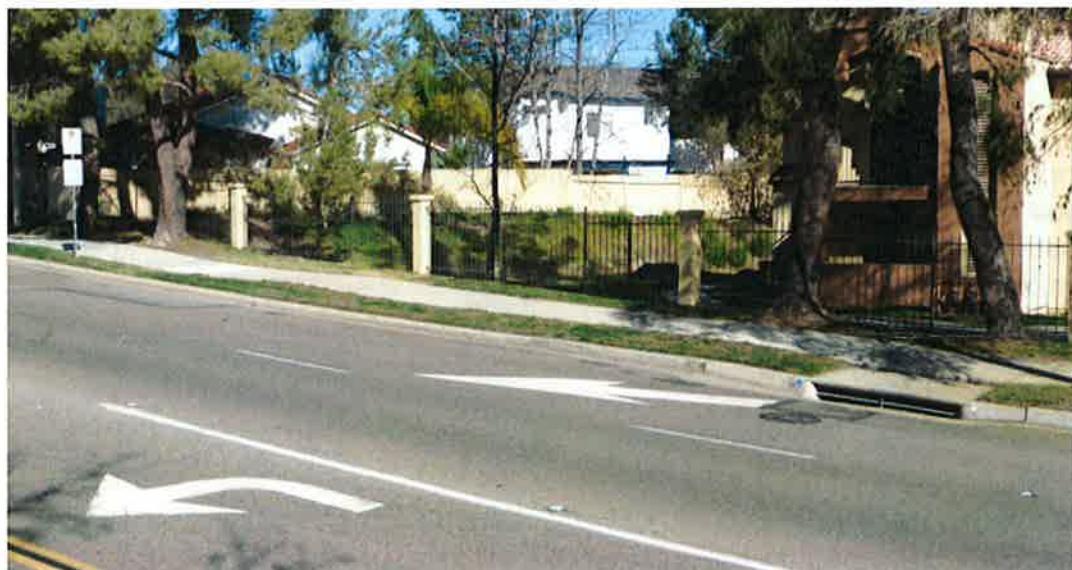


\* 40' minimum for low speed and low volume streets; 60' desirable for high speed and high volume streets.

\*\* This 50' berth is for a single 40' vehicle. For articulated vehicles, a 70' berth is necessary.

\*\*\* 10' minimum for low speed and low volume streets; 12' desirable for high speed and high volume streets

## Exhibit B:



(Sidewalks separated from the street by grass are not ADA compliant for bus stops)



(Sidewalk designs should eliminate landscape buffering to comply with ADA law)



# South Coast Air Quality Management District

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

RECEIVED

June 3, 2014

JUN 06 2014

CITY OF LAKE ELSINORE  
PLANNING DIVISION

Mr. Richard J. MacHott, Planning Manager  
City of Lake Elsinore  
130 South Main Street  
Lake Elsinore, CA 92530

## **Notice of Preparation of a CEQA Document for the Lake Elsinore Walmart Retail Center Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The 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 CEQA document. Please send the 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 the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

### **Air Quality Analysis**

The 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. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [www.aqmd.gov/ceqa/hdbk.html](http://www.aqmd.gov/ceqa/hdbk.html). 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](http://www.caleemod.com).

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the 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, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/ceqa/handbook/signthres.pdf>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's 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 the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found at: [http://www.aqmd.gov/ceqa/handbook/mobile\\_toxic/mobile\\_toxic.html](http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html). An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

### **Mitigation Measures**

In the event that the 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 or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: [www.aqmd.gov/ceqa/handbook/mitigation/MM\\_intro.html](http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html)
- 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>.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>.

### **Data Sources**

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

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [imacmillan@aqmd.gov](mailto:imacmillan@aqmd.gov) or call me at (909) 396-3244.

Sincerely,



Ed Eckerle  
Program Supervisor  
Planning, Rule Development & Area Sources

STATE OF CALIFORNIA

**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Boulevard, Suite 100  
West Sacramento, CA 95691  
(916) 373-3715  
Fax (916) 373-5471  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
Ds\_nahc@pacbell.net  
e-mail: ds\_nahc@pacbell.net

Mr. Richard J. MacHott

**CITY OF LAKE ELSINORE**

130 South Main Street  
Lake Elsinore, CA 92530

June 4, 2014

Edmund G. Brown, Jr., Governor

RECEIVED

JUN 06 2014



**CITY OF LAKE ELSINORE  
PLANNING DIVISION**

Sent by U.S. Mail

No. of Pages:

3

RE: SCH#2014051093 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the **“Lake Elsinore Walmart Retail Center Project;”** located in the City of Lake Elsinore; Riverside County, California

Dear Mr. MacHott

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b).. To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

If there is federal jurisdiction of this project due to funding or regulatory provisions; then the following may apply: the National Environmental Policy Act (NEPA 42 U.S.C 4321-43351) and Section 106 of the National Historic Preservation Act (16 U.S.C 470 et seq.) and 36 CFR Part 800.14(b) require consultation with culturally affiliated Native American tribes to determine if the proposed project may have an adverse impact on cultural resources

We suggest that this (additional archaeological activity) be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. Any information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure pursuant to California Government Code Section 6254.10.

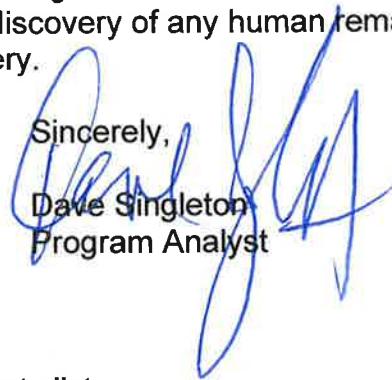
A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources.

California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People...with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies." (The California Code is consistent with the Federal Executive Order 12898 regarding 'environmental justice.' Also, applicable to state agencies is Executive Order B-10-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation and monitoring plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

  
Dave Singleton  
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

**Native American Contacts  
Riverside County California  
June 4, 2014**

Pala Band of Mission Indians  
Historic Preservation Office/Shasta Gaughen  
35008 Pala Temecula Road, PMB Luiseno  
Pala , CA 92059 Cupeno  
PMB 50  
(760) 891-3515  
sgaughen@palatribe.com  
(760) 742-3189 Fax

Pauma & Yuima Reservation  
Randall Majel, Chairperson  
P.O. Box 369 Luiseno  
Pauma Valley CA 92061  
(760) 742-1289  
(760) 742-3422 Fax

Pechanga Band of Mission Indians  
Paul Macarro, Cultural Resources Manager  
P.O. Box 1477 Luiseno  
Temecula , CA 92593  
**(951) 770-8100**  
pmacarro@pechanga-nsn.  
gov  
(951) 506-9491 Fax

Ramona Band of Cahuilla Mission Indians  
Joseph Hamilton, Chairman  
P.O. Box 391670 Cahuilla  
Anza , CA 92539  
admin@ramonatribe.com  
(951) 763-4105  
(951) 763-4325 Fax

Rincon Band of Mission Indians  
Vincent Whipple, Tribal Historic Preationv. Officer  
1 West Tribal Road Luiseno  
Valley Center, CA 92082  
jmurphy@rincontribe.org  
(760) 297-2635  
(760) 297-2639 Fax

Santa Rosa Band of Mission Indians  
John Marcus, Chairman  
P.O. Box 391820 Cahuilla  
Anza , CA 92539  
(951) 659-2700  
(951) 659-2228 Fax

Morongo Band of Mission Indians  
William Madrigal, Jr.,Cultural Resources Manager  
12700 Pumarra Road Cahuilla  
Banning , CA 92220 Serrano  
**(951) 201-1866 - cell**  
wmadrigal@morongo-nsn.  
gov  
(951) 572-6004 Fax

Rincon Band of Mission Indians  
Bo Mazzetti, Chairperson  
1 West Tribal Road Luiseno  
Valley Center, CA 92082  
bomazzetti@aol.com  
(760) 749-1051  
(760) 749-8901 Fax

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting Native Americans with regard to cultural resources for the proposed  
SCH#2014051093; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Lake Elsinore Walmart Retail  
Center Project; located in the City of Lake Elsinore; Riverside County, California.**

**Native American Contacts  
Riverside County California  
June 4, 2014**

Pechanga Band of Mission Indians  
Mark Macarro, Chairperson  
P.O. Box 1477 Luiseno  
Temecula , CA 92593  
(951) 770-6100  
mgoodhart@pechanga-nsn.  
gov  
(951) 695-1778 FAX

**SOBOBA BAND OF LUISENO INDIANS**  
Joseph Ontiveros, Cultural Resource Department  
P.O. BOX 487 Luiseno  
San Jacinto , CA 92581  
jontiveros@soboba-nsn.gov  
(951) 663-5279  
(951) 654-5544, ext 4137  
(951) 654-4198-FAX

William J. Pink  
48310 Pechanga Road Luiseno  
Temecula , CA 92592  
wjpink@hotmail.com  
(909) 936-1216  
Prefers e-mail contact

Cahuilla Band of Indians  
Luther Salgado, Chairperson  
PO Box 391760 Cahuilla  
Anza , CA 92539  
Chairman@cahuilla.net  
760-763-5549  
760-763-2631 - Tribal EPA

Pechanga Cultural Resources Department  
Anna Hoover, Cultural Analyst  
P.O. Box 2183 Luiseño  
Temecula , CA 92593  
ahoover@pechanga-nsn.gov  
951-770-8104  
(951) 694-0446 - FAX

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting Native Americans with regard to cultural resources for the proposed  
SCH#2014051093; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Lake Elsinore Walmart Retail  
Center Project; located in the City of Lake Elsinore; Riverside County, California.**



RIVERSIDE COUNTY FLOOD CONTROL  
AND WATER CONSERVATION DISTRICT

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

Attention: Richard J. MacHott

Ladies and Gentlemen:

Re: Walmart Retail Center

The District does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check city land use cases, or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District has not reviewed the proposed project in detail and the following checked comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety or any other such issue:

No comment.

This project would not be impacted by District Master Drainage Plan facilities nor are other facilities of regional interest proposed.

This project involves District Master Plan facilities. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection and administrative fees will be required.

This project proposes channels, storm drains 36 inches or larger in diameter or other facilities that could be considered regional in nature and/or a logical extension of the adopted Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection and administrative fees will be required.

This project is located within the limits of the District's Area Drainage Plan for which drainage fees have been adopted; applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities. For further information, contact the District's encroachment permit section at 951.955.1266.

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped flood plain, then the City should require the applicant to provide all studies, calculations, plans and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation or other final approval of the project, and a Letter of Map Revision (LOMR) prior to occupancy.

If a natural watercourse or mapped flood plain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Game and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,

  
HENRY OLIVO  
Engineering Project Manager

c: Riverside County Planning Department  
Attn: Kristi Lovelady

Date: 6/16/2014

## **Richard J. MacHott, LEED Green Assoc.**

---

**From:** Prink, Matthew <Matt.Prink@Level3.com>  
**Sent:** Monday, June 16, 2014 12:32 PM  
**To:** Richard J. MacHott, LEED Green Assoc.  
**Subject:** No Facilities Notice - Lake Elsinore Walmart Retail Center, CA  
**Attachments:** Lake Elsinore Walmat Notice of Preparation.pdf; Screenshot.pdf

Mr. MacHott,

Level 3 has received your letter dated 5/27/14 regarding the project at Central Ave (SR-74) & Cambern Ave and area SW ("Project"). After reviewing the information you provided it has been determined that Level 3 does not have facilities within the scope of the Project. Therefore it will not be necessary for Level 3 to relocate or adjust the facilities from where they are currently located.

Any changes or additions to the Project plans or parameters should be submitted to Level 3 for review of potential new impacts to the Level 3 facilities. Please reference the file number **46540 CA** with any future communications.

Sincerely,

**Matt Prink**  
Business Analyst  
Network Protection Management - Relocations  
Level 3 Communications  
1025 El Dorado Blvd – 43C-407  
Broomfield, CO 80021  
p: 720.888.2639  
e: matt.prink@level3.com



June 18, 2014

City of Lake Elsinore City Hall  
Attn: Richard MacHott  
Planning Manager  
130 South Main Street  
Lake Elsinore, CA 92530

**RE: Environmental Issues with the proposed Walmart Supercenter site on Central Avenue**

Mr. MacHott:

I currently reside at 29123 Allan Street which is located at the corner of Conard Street and Central Avenue. I am concerned about the impact on my family due to the increase in noise pollution, increased traffic, crime and debris the Walmart Supercenter building will bring if it is built on Central Avenue.

There are several studies linking elevated noise level with issues such as hearing loss, cardiovascular health problems, and elevated stress levels. In addition, elevated noise levels have been found to negatively affect the cognitive and physical development of children and school performance. This makes elevated noise levels not only a quality of life issue but a health and learning issue. The increased traffic on Central Avenue will no doubt bring elevated noise levels which will directly affect my family and home due to being on Central Avenue.

The construction of the Walmart Supercenter can affect air quality in many ways. For instance the contaminant and dust or particles produced during construction usually pollute the air. The wind then facilitates the spread of the construction sites contaminants. Air pollution can irritate the eyes, the throat and the lungs causing a not only health issue but quality of life issues. The construction of the Walmart Supercenter will also bring an increase in debris.

My home currently has a chain link fence which will not block the increased noise pollution or the additional debris. I would like to recommend that a brick wall be constructed to run along the side of my home in order to help lessen the amount of noise pollution as well as increased debris and air contaminants that would otherwise be able to be blown into my yard through the chain link fence.

I thank you for your time and consideration of my concerns. Please ensure that I am added to the notification list so that I will be able to review the Environmental Impact Report once it is made available to the public.

Sincerely,

Angela Dutchen  
29123 Allan Street, Lake Elsinore, CA 92532



**Scott A. Mann**  
Mayor

**Wallace W. Edgerton**  
Deputy Mayor

**John V. Denver**  
Councilmember

**Thomas Fuhrman**  
Councilmember

**Greg August**  
Councilmember

June 18, 2014

**Mr. Richard J. MacHott**  
Planning Manager  
City of Lake Elsinore  
183 N. Main Street  
Lake Elsinore, CA 92530

**RE: Notice of Preparation for Lake Elsinore Wal-Mart Retail Center Project**

Dear Mr. MacHott:

Thank you for the opportunity for the City of Menifee to review the Notice of Preparation for the City of Lake Elsinore Wal-Mart Environmental Impact Report. Menifee's Community Development Department has reviewed the information provided and requests that the Environmental Impact Report (EIR) address the following impact area:

1. Wal-Mart has also proposed and obtained approval to construct a supercenter north of Scott Road, west of Interstate 215, and east of Haun Road in the City of Menifee. This proposed store location is approximately 10 miles to the southeast (an approximate 13-mile drive) of the proposed Wal-Mart in the City of Lake Elsinore. A second Wal-Mart supercenter is currently proposed north of McCall Boulevard and east of Interstate 215 in the City of Menifee. This proposed store location is approximately 9 miles to the northeast (an approximate 13-mile drive) of the proposed Wal-Mart in the City of Lake Elsinore.

In addition, there is an existing Wal-Mart supercenter at Railroad Canyon Road in the City of Lake Elsinore which is approximately 3.5 miles to the southeast of the new proposed Lake Elsinore store location. There is also a proposed Wal-Mart supercenter at Bundy Canyon Road and Interstate 15 which is approximately 6.5 miles to the southeast of the new store location. The EIR should contain a market analysis to ensure that the surrounding community can support the proposed stores and analyze impacts to existing commercial uses within the vicinity.

Thank you again for the opportunity to provide comments. Please forward any hearing notice regarding this project to my attention.

Sincerely,

A handwritten signature in black ink that reads "Ryan Fowler".

Ryan Fowler  
Associate Planner  
Community Development Department



# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY

### Transportation Department



Juan C. Perez, P.E., T.E.  
Director

Patricia Romo, P.E.  
Assistant Director

June 23, 2014

Richard J. MacHott, Planning Manager  
City of Lake Elsinore  
Community Development Department  
Planning Division  
130 South Main Street  
Lake Elsinore, CA 92530

RE: Notice of Preparation of a Draft Environmental Impact Report of the  
Lake Elsinore Walmart Retail Center Project

Dear Mr. MacHott:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Lake Elsinore Walmart Retail Center Project.

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, where the proposed project would add 50 or more peak hourly trips to County intersections shall be analyzed. Necessary improvements to mitigate project impacts shall be identified, and responsibility for the needed improvements shall be designated. Riverside County Transportation Department (RCTD) requests that Riverside County Traffic Study Guidelines be followed for the impact analysis for facilities within Riverside County. The most recent Traffic Study Guidelines can be found on the RCTD website: <http://rctlma.org/trans/General-Information/Pamphlets-Brochures>.

The cumulative analysis shall include all approved and pending development projects within the County of Riverside that are located within one mile of the proposed development. Kevin Tsang in the Transportation Department should be contacted for information regarding cumulative projects in Riverside County ([ktsang@rctlma.org](mailto:ktsang@rctlma.org)).

Richard J. MacHott, Planning Manager  
June 23, 2014  
Page 2

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

Sincerely,



Russell Williams  
Development Review Manager

RW:KKT:rg

cc: Juan C. Perez, Director of Transportation and Land Management  
Patricia Romo, Assistant Director of Transportation

RECEIVED

JUN 27 2014

CITY OF LAKE ELSINORE  
PLANNING DIVISION

June 25, 2014

Ms. Miller P.O. Box 1341 Elsinore, California

The property on Central Street east of 1-15 is a haven of California poppies and native vegetation. The DNA message is always in the seed. The right rainfall and this message will be redelivered. Your argument that the land has been graded is invalid. The impact is from your permission to allow Wal Mart to construct a Super WAL Mart and pour concrete onto the property. This sets up a run off issue for which Wal Mart is being sued by 21 states where water quality tests have been measured and shown to be detrimental to ground water, wells, storm water from their repair service bay to the cars that leak in the parking lots.

Your vote to pour concrete for a parking lot that will be over 18 acres is difficult to reverse and will leak oil tars into the ground water and wells in the surrounding rural homes. You will face lots of law suits.

Wal Mart buys name brand companies and demands that they start manufacturing their products in foreign nations and downsizes quality because it is less expensive to produce the product in unregulated areas. This is colossal GHG gas footprint because manufactures have to gather resources, send to foreign countries, and ship finished products around the world.

Think about it Wal Mart family billionaires: You would have billions more if you stayed in America with the stores that you have and quit listening to Walton Development that makes you build more money draining stores. Money draining because you will not stop partying long enough to solarize all of your past developments which require 24/7 energy costs and repair your hazardous wastes leaking into the storm water because so many states are suing you.

6 members of the Walton Family Billionaires have more money than the bottom one third of the people in the U.S.A. or 100 million people.

Why does it seem that Wal Mart cannot become a Green Company? Because any greening up of Wal-Mart cannot outgrow its ferocious downsizing of open space with stores, super stores, distribution centers, and parking lots Stand up for the Earth: Stop Wal Mart from building In Elsinore. Just because they sell energy efficient bulbs doesn't mean they are green. Why don't they put their money in solarizing every Wal Mart in the world and help all cities where their competition closed small businesses by contributing to solar programs to help decrease all of our carbon footprints.

What do we say for people who support Wal-Mart? We say if you want to shop at Wal Mart, then, go live next to Wal Mart. Live where you work and shop and quit traveling long distances to find a Super Wal-Mart which surveys have recorded. If people know there is Super Wal Mart, they will travel great distances. There are 350 empty Wal Marts in America and we need to reuse them and quit building any more buildings. The Wal Mart on Grape Street is sufficient for the needs of this community. Quit building more tract houses Elsinore. If you don't like Elsinore go live in Orange County where you came

from. If you want something to do: Put a light rail around the lake and find out what happened to the mass transit that is supposed to be connecting Alaska with Peru thru already established transit above or adjacent to mass transit systems.

Pouring more concrete like this will increase the heat coming out of Riverside County combining with the traffic from Temecula to Corona in the Corona Crawl which Ken Calvert, Jeff Stone, and Melissa Melendez have only aggravated because of their votes in Congress, Board of Supervisors, and city council offices.

In conclusion, a Super Wal Mart at Central Avenue will bring in 10,000 car and truck trips to the Corona 1-15 Freeway, increase traffic accidents, disturb over heating with green house gases, cause more pollution, impact water quality. The structures will be on the Elsinore earth quake fault. Wal Mart will probably close Staters and Albertson's due to lower prices. What price lower price? Your friends jobs, the environment, the loss of time stuck in traffic. Time to unconsider building these structures. Vote no on Wal Mart.

Ms. Miller

P.O. Box 1341  
Elsinore Ca 92531

-1  
We Give Our Creator the Glory by not destroying the Earth He gave us on which to stand.

## **Richard J. MacHott, LEED Green Assoc.**

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**From:** Anna Hoover <ahoover@pechanga-nsn.gov>  
**Sent:** Tuesday, July 08, 2014 11:27 AM  
**To:** Richard J. MacHott, LEED Green Assoc.  
**Cc:** Ebru Ozdil  
**Subject:** Lake Elsinore WalMart

Hello Richard,

I apologize for the late notice however the Initial Study and NOP sent to the Tribe was misplaced and I just received a copy. I understand the formal NOP comment period has passed but I wanted to send you a follow up and inform you that the Tribe is interested in participating in this Project. Please continue to send us public notices, any associated documentation such as the archaeological study and development plans as well as any other pertinent information about the Project. We would also like to assist with developing appropriate mitigation measures to address any known resources and possibly inadvertent finds that could be discovered during construction.

If this Project is subject to a General Plan, Specific Plan or an associated Amendment, please contact us to begin the SB18 consultation process. We look forward to working with the City of Lake Elsinore on this Project.

Thank you very much,

**Anna M. Hoover**  
**Cultural Analyst**  
**Pechanga Band of Luiseno Mission Indians**  
**P.O. Box 2183**  
**Temecula, CA 92593**

**951-770-8104 (O)**  
**951-694-0446 (F)**  
**951-757-6139 (C)**  
**[ahoover@pechanga-nsn.gov](mailto:ahoover@pechanga-nsn.gov)**

July 8, 2014

Richard J. MacHott, Planning Manager  
City of Lake Elsinore  
130 South Main Street  
Lake Elsinore, CA 92530  
[rmachott@lake-elsinore.org](mailto:rmachott@lake-elsinore.org)

Re: Lake Elsinore Walmart Retail Center Project

Dear Mr. MacHott:

*RICHARD*

Southern California Edison (SCE) appreciates the opportunity to provide comments on the Notice of Preparation of a Draft Environmental Impact Report (EIR) for the Lake Elsinore Walmart Retail Center Project. The proposed project would develop a commercial retail shopping center that would include a Walmart store and three outer lots for other retail uses. The Walmart store would be a maximum of 154,487 square feet, including a 3,090 square foot outdoor seasonal garden center. Two different options are considered for the corner parcel—(Option A) 16 fueling stations with 3,100 square foot convenience store and drive-through car wash and (Option B) 9,200 square feet of retail and/or restaurant space situated within two buildings. The remaining two parcels would be improved with drive-through restaurants of approximately 3,700 square feet and 3,100 square feet. Development of the project would also include circulation improvements to Central Avenue, Cambern Avenue, Third Street, Crane Street and Allan Street.

SCE is the electrical service provider for the City of Lake Elsinore. Within the project area, SCE has existing overhead distribution lines along Cambern Avenue and Third Street. In addition, in 2010 the California Public Utilities Commission (CPUC) approved SCE's Valley-Ivyglen Subtransmission Line Project that would construct a 115 kilovolt (kV) subtransmission line along the south side of Third Street.

The proposed circulation improvements to Cambern Avenue and Third Street may impact SCE's existing distribution lines and future subtransmission lines. The proposed project may require relocation of SCE's facilities, which may result in significant environmental impacts and should be identified and discussed in the Draft EIR. Please be advised that the construction and relocation of existing electrical facilities that operate at or above 50 kV are subject to the CPUC's General Order 131-D<sup>1</sup>. If significant impacts resulting from SCE's facilities are not adequately addressed in the Draft EIR, SCE may be required to pursue a separate, mandatory CEQA review through the CPUC, which could delay approval of the SCE transmission line portion of the project for two years or longer.

The proposed development should not impose constraints on SCE's ability to access, maintain, and operate its current and future facilities. Any proposed use will be reviewed on a case-by-case basis by SCE. Approvals or denials will be in writing based upon review of the maps provided and compatibility with SCE right-of-way constraints and rights. The impacts will need to be consented to and addressed by SCE prior to finalizing the plan of development. Please forward five (5) sets of plans depicting SCE's facilities and associated land rights to the following location:

Real Properties Department  
Southern California Edison Company  
2131 Walnut Grove Avenue, G.O.3 – Second Floor  
Rosemead, CA 91770

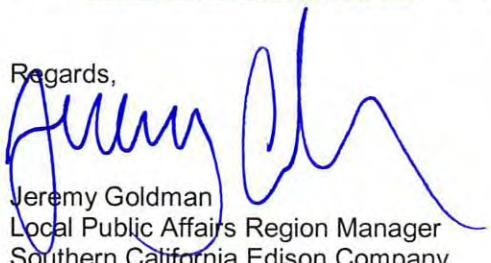
<sup>1</sup> <http://docs.cpuc.ca.gov/PUBLISHED/Graphics/589.PDF>



Jeremy Goldman  
Local Public Affairs  
24487 Prielipp Drive  
Wildomar, CA 92595

SCE is requesting a meeting with the City and project developer to discuss the proposed circulation improvements in the project area. We look forward to working with you on the proposed project and review of the Draft EIR. If you have any questions regarding this letter, please do not hesitate to contact me at [Jeremy.Goldman@sce.com](mailto:Jeremy.Goldman@sce.com) or (951) 249-8466.

Regards,



Handwritten signature of Jeremy Goldman in blue ink, consisting of several fluid, overlapping loops and curves.

Jeremy Goldman  
Local Public Affairs Region Manager  
Southern California Edison Company

## City of Lake Elsinore

### Walmart Commercial Center EIR Scoping Meeting Summary

Lake Elsinore Cultural Center – June 18, 2014, 6:00 PM

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The City of Lake Elsinore Planning Department and ESA made a PowerPoint presentation on the Walmart EIR scoping meeting and CEQA process. The city requested that all scoping meeting attendees sign up on the sign-in sheets so that they can be notified of future CEQA proceedings for this project. They also indicated that all project materials can be found on city planning's web site. The following comments were made by the meeting attendees:

- **Speaker 1:** The speaker stated that they did not receive any notification of the scoping meeting and did not receive the NOP. Response: *City Planning staff explained the CEQA notice procedures.*
- **Speaker 2:** The city never provides public notices to the public. Response: *City Planning staff explained the CEQA notice procedures.*
- **Speaker 3:** How long has Walmart owned the property? Response: *City Planning staff estimated 2 1/2 years.*
- **Speaker 4:** How did the last speaker who said he was not noticed about the scoping meeting find about it and be in attendance? Back and forth discussion ensued. Response: *No response.*
- **Speaker 5:** Will onsite wastewater be recycled? What about the cost of upgrades to utilities that will be caused by Walmart? The taxpayers will have to foot the bill for that and shouldn't have to. Response: *This is not an environmental issue required to be evaluated in the EIR pursuant to CEQA.*
- **Speaker 6:** The project will cause flooding near our house. (3<sup>rd</sup> street and EVMWD pump station). Who will review the drainage studies? Response: The EIR will include a drainage/hydrology analysis. Response: *The hydrology study will be reviewed by the EIR consultant and the city engineering and public works departments.*
- **Speaker 7:** Flooding will be exasperated at Allen Street and Connard Street. Response: *The EIR will include a drainage/hydrology/flooding analysis.*

- **Speaker 8:** Will the EIR include an analysis of the effect of air pollution on human health? Children in the area have asthma. Response: *Yes.*
- **Speaker 9:** Every landowner in a large radius should be notified. Response: *City staff explained the CEQA and public hearing notice requirements.*
- **Speaker 10:** Was Caltrans and RCFCWCD notified of the scoping meeting and EIR? Response: *Yes – Notices and the NOP were distributed to both agencies.*
- **Speaker 11:** Will the EIR include a discussion of recycled materials that Walmart will use in construction of the project? Construction and waste recycling? Will asphalt to be used for the project be from recycled asphalt? Response: *Yes. The EIR project description will include all pertinent information relative to use of recycled materials. It is unknown if recycled asphalt will be utilized in the project.*