CITY OF CANYON LAKE
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to Section 15063 of the State CEQA Guidelines.

PROJECT LABEL

APNs:	355300012, 355300014, 355300015, 355300032, 355300033, 355300034, 355300035, 355300036, 355301012, 355310006, 355310007, 355310008, 355310012, 355310013, 355310014, 355310015, 355310016, 355310017, 355310018, 355310019, 355310021, 355310022, 355310023, 355310024, 355310025, 355320003, 355320004, 355320005, 355320009, 355320010, 355320014, 355320015, 355320016, 355320017, 355320018, 355320019, 355320020, 355320021, 355320023, 355320025, 355320026, 355320027, 355320028, 355330009, 355330010, 355330011, 355330012, 355330022, 355330023, 355330024, 355330025, 355330028, 355330029, 355330030, 355330031, 355330032, 355330033, 355330034, 355330035	***USGS Quad:***	Elsinore, CA
Applicant:	City of Canyon Lake 31740 Railroad Canyon Road Canyon Lake, CA 92587	***T, R, Section:***	T 6S, R 4W, Section: 1
Location	City of Canyon Lake	***Rep***	Jim Morrissey
Proposal:	Towne Center Specific Plan and Environmental Documentation		

PROJECT CONTACT INFORMATION

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Phone No:	(951) 244-2955		
Direct No:	(951) 479-8005		

March 4, 2022

PROJECT DESCRIPTION

The Project is a specific plan and zone change for the existing Towne Center. The City of Canyon Lake is looking to increase fiscal opportunities, incorporate residential uses and redesign the existing Towne Center to attract local interest. The Towne Center Specific Plan (TCSP) provides guidelines and requirements for future developments. The existing Towne Center is located in a Mixed Use General Plan Land Use category. The TCSP has divided the site into eight separate "Planning Areas". Each of these Planning Areas provide a general guidance for primary use and re-development that are in accordance with the goals and objectives of the City of Canyon Lake. The eight Planning Areas include the following land uses; housing, commercial retail, civic uses, public plaza, and office space. Although a conceptual site plan has been prepared the TCSP allows developers to modify each planning area as long as they are consistent with the objectives of the plan. The zone change will change the existing zoning from General Commercial (C-1) to Mixed Use (MXU) to provide consistency with the General Plan land use designation of Mixed Use (MXU) and per MC Section 9.30.030(d), the purpose of which is to: (1) incorporate multifamily residential development within the existing or any future development design of the Center; (2) enhance the Center's commercial viability and attractiveness; and (3) provide upgraded amenities and design features. Mixed Use development in the Towne Center is subject to the approval of a Specific Plan and rezoning of the property to Mixed Use.

Project Location

The Towne Center Specific Plan (TCSP) and zone change (collectively referred to as "proposed Project") is located in the City of Canyon Lake, Riverside County, California as reflected in

Figure 1, Regional Map Figure 1, Regional Map and within Section 1, Township 6 South, Range 4 West of the San Bernardino Baseline and Meridian identified on the Lake Elsinore, California USGS 7.5 Quadrangle Map as shown on **Figure 2, Topographic Map**. Specifically, the proposed Project is situated on the south side of Railroad Canyon Road, just off the main southern entrance gate and just north of the golf course.

Existing Land Use and Zoning

The City of Canyon Lake's General Plan identifies the site as having a General Plan Land Use designation of Mixed Use (MXU) and a zoning designation of General Commercial (C-1).

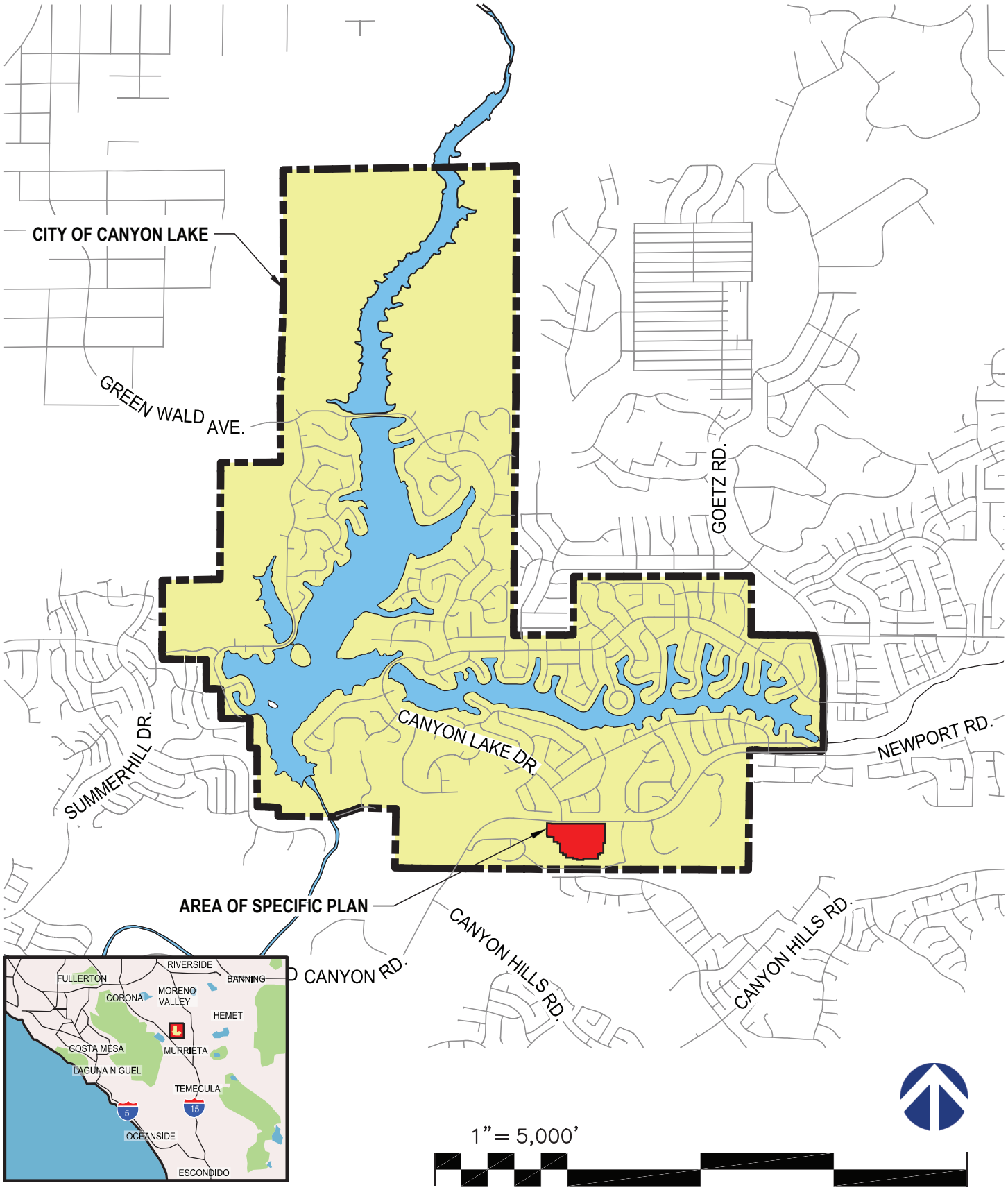
Existing Surrounding Uses

As reflected in **Table A, Surrounding Uses and Designations,** below, the land uses surrounding the Towne Center consist of residential and golf course land uses. The existing Towne Center is surrounded by a golf course on three sides and Railroad Canyon Road on the north side. Residential development then surrounds the golf course.

Table A, Surrounding Uses and Designations

Location	Existing Land Use	Existing General Plan Land Use Designation	Existing Zoning Designation
North	Single Family Residential	Low Density Residential (LDR)	R-1: One Family Dwellings
South	Golf Course	Open Space Golf Course (OS-GC)	OS-GC: Open Space Golf Course
East	Golf Course	Open Space Golf Course (OS-GC)	OS-GC: Open Space Golf Course
West	Golf Course Apartments	Open Space Golf Course (OS-GC) High Density (HDR)	OS-GC: Open Space Golf Course R-T: Mobilehome Subdivision

FIGURE 1, REGIONAL MAP



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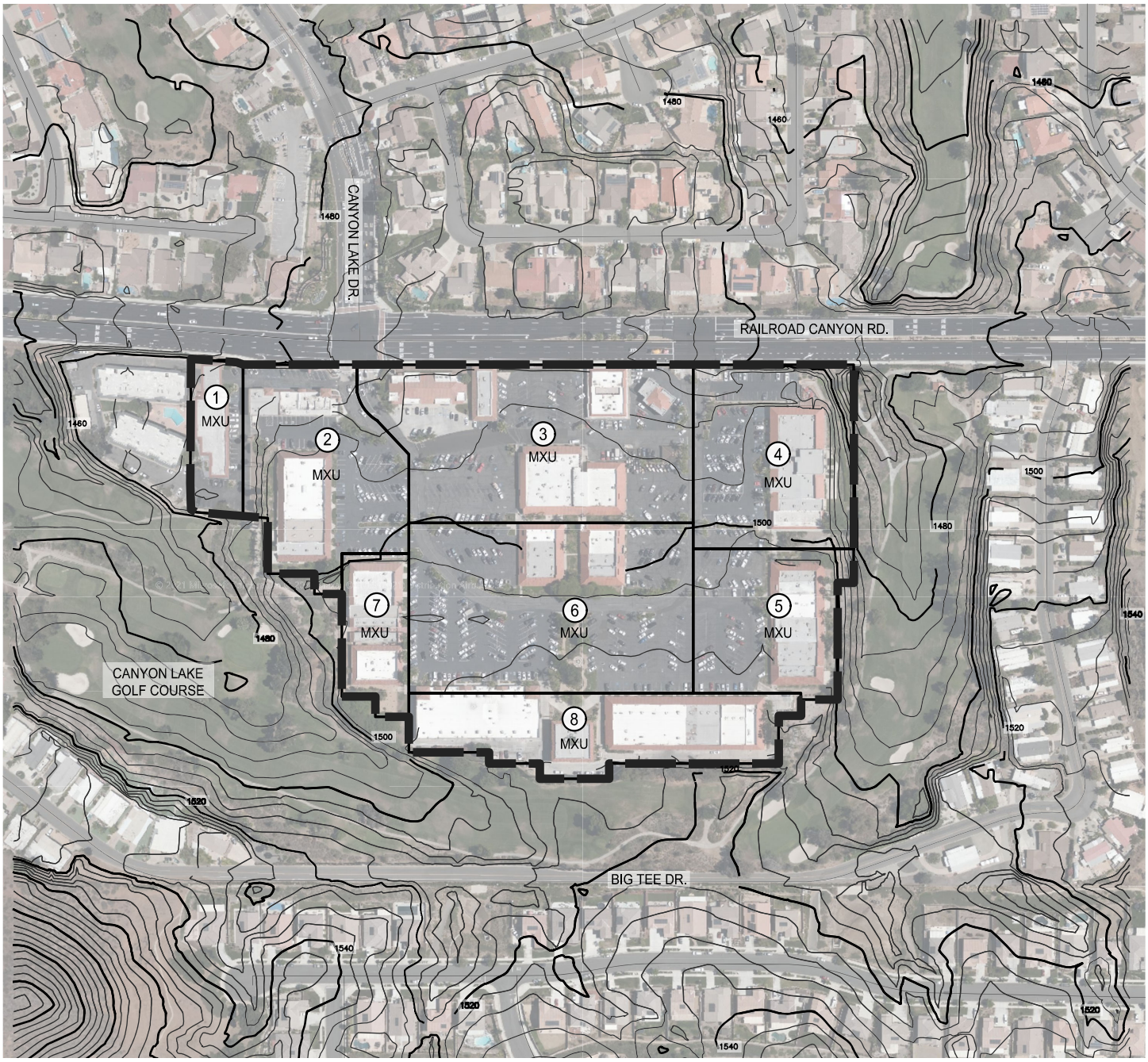
TOWNE CENTER SPECIFIC PLAN
MITIGATION NEGATIVE DECLARATION

FIGURE 2, TOPOGRAPHIC MAP



LEGEND

(#)	PLANNING AREA NUMBER	———	PLANNING AREA BOUNDARY
MXU	MIXED USE	———	2' CONTOUR LINES
- - -	PROJECT AREA BOUNDARY	1520	10' CONTOUR LINES

1" = 30'

30 0 30 60 90

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TOWNE CENTER SPECIFIC PLAN
MITIGATION NEGATIVE DECLARATION

Existing Conditions

The existing site is fully developed with a shopping center constructed circa the late 1970's. Existing Land uses include offices, retail, civic offices, a post office, and a hotel. **Figure 3, Existing Site Plan** shows the general layout of the existing Towne Center shopping center with generally 17 separate stand-alone buildings. Each building has various property ownership. As a result, there is over 40 separate owners within the existing Towne Center. As of early 2021, there were a total of 127 tenants using the shopping center. **Figure 4, Existing Sensitive Receptors** identifies those receptor nearest the site that may be most affected by the proposed Project. The following discussion provides details of the existing conditions. As the Towne Center re-develops, future developers will be responsible to ensure sufficient infrastructure capacity exist within each system.

Circulation

Canyon Lake lies between two major north-south interstates; located approximately 2.5 miles east of Interstate-15 (I-15)and five miles west of Interstate 215 (I-215) linking Canyon Lake to northern Riverside County and San Diego County.

Vehicular Network

The vehicular network system within Canyon Lake consists of public and private streets. Railroad Canyon Road and Goetz Road are the only two public, dedicated and maintained rights-of-way. All other roads with the exception of Blackhorse Drive and Sorrel Lane, are privately managed and maintained by the Canyon Lake Property Owners Association (POA), including the existing roadways within the Towne Center. Blackhorse Drive and Sorrel Lane are expected to be managed and maintained by the Canyon Lake POA in the future.

Railroad Canyon Road is adjacent to the northern boundary of the Towne Center. This roadway is classified as a Mountain Arterial with 120 feet of designated right-of-way. It is also classified as a Class II bikeway facility which extends from the easterly end of the community to the City of Lake Elsinore. Class II bikeways provide a separate, striped, and signed bike lane within the roadway right-of-way. Railroad Canyon Road has been fully improved and provides a raised center median.

Site Access

Access to the Towne Center occurs from Railroad Canyon Road at the intersection with Towne Center East and Towne Center West. Both intersections provide signalized access. A number of interior circulation roads facilitate access to the interior of the Towne Center.

Public Transit

The Riverside Transit Agency (RTA) serves this area of Riverside County. Railroad Canyon provides bus stops including a bus shelter on the south side of Railroad Canyon Road near the street's intersection with South Canyon Lake with signage identifying the area is served by RTA Route 40. However, these stops are no longer identified with RTA so the current status of this route is unknown. Dial-a-ride service is available through the Sun City system which provides connection to the RTA.

FIGURE 3, EXISTING SITE PLAN

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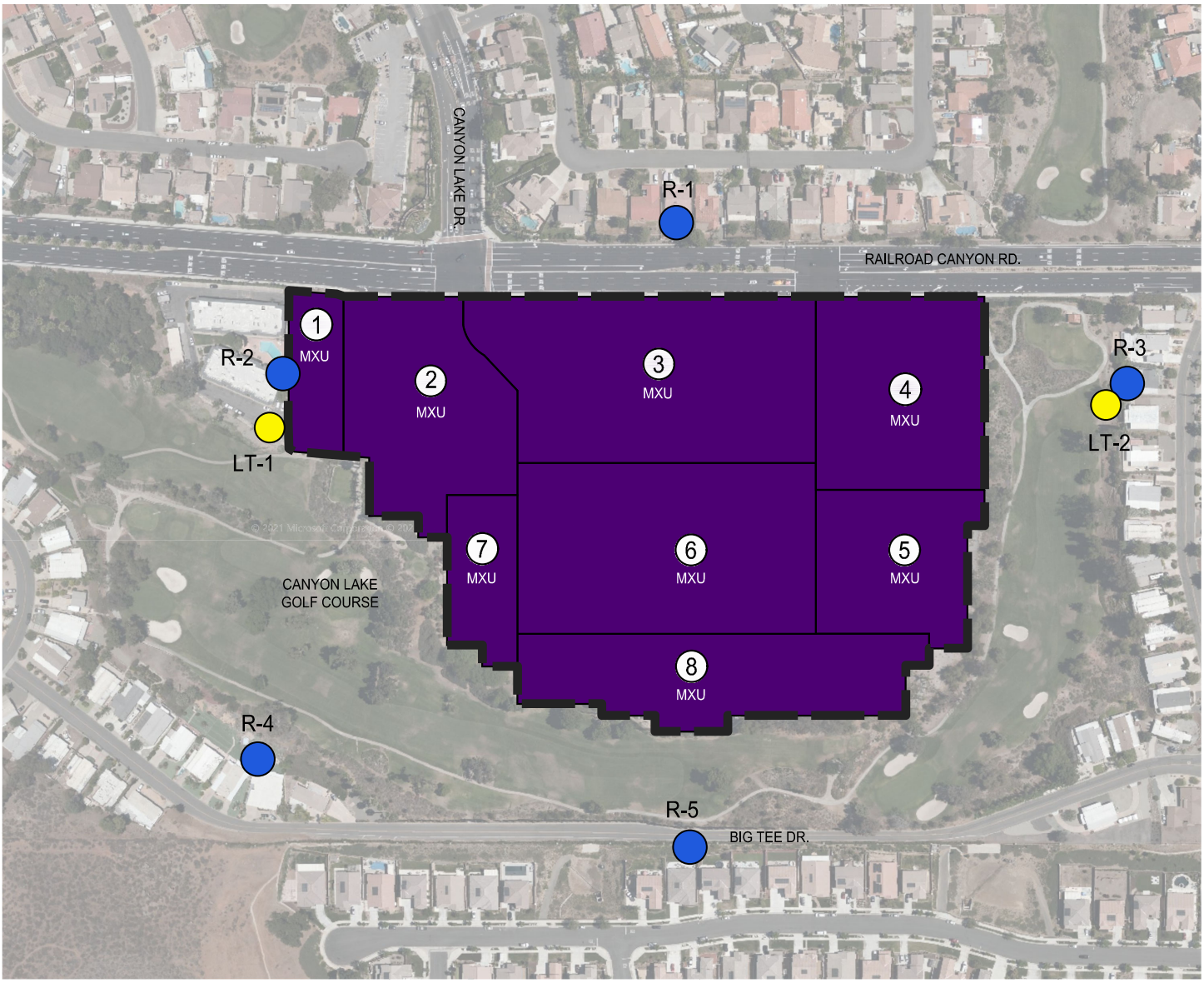
TOWNE CENTER SPECIFIC PLAN
MITIGATION NEGATIVE DECLARATION

FIGURE 4, EXISTING SENSITIVE NOISE RECEPTORS



LEGEND

- (#) PLANNING AREA NUMBER
- PROJECT AREA BOUNDARY
- PLANNING AREA BOUNDARY
- LONG TERM MEASUREMENT LOCATION
- RECEIVER LOCATION
- MIXED USE (MXU)

1" = 300'

300 0 300 600 900

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TOWNE CENTER SPECIFIC PLAN
MITIGATION NEGATIVE DECLARATION

Water & Sewer
Elsinore Valley Water District provides domestic water service and sanitary sewer to the Towne Center as reflected in **Figure 5, Existing Public Facilities**. Canyon Lake is a drinking water reservoir and plays a very important role in EVMWD's overall water supply. EVMWD's Canyon Lake Water filtration plant serves Canyon Lake residents and customers throughout the District's service area during summertime peak water demand. All properties are served by a public sewer system.

Storm Drain
Canyon Lake is a tributary to the San Jacinto River and located within the San Jacinto Watershed. The natural flow of water within this watershed carries nutrient rich sediment into Canyon Lake. However, this natural flow of water also carries high levels of nitrogen and phosphorus that hurt water quality and threaten aquatic life. The Santa Ana Regional Water Quality Control Board (Regional Board) is one of nine regional boards overseen by the State Water Resources Control Board (State Board). The mission of the State Board is to ensure the highest reasonable quality for waters of the State, while allocating those waters to achieve the optimum balance of beneficial uses. Individual Regional Boards develop and enforce water quality objectives and implementation plans that will best protect the beneficial uses of the State's waters. In 1998, Canyon Lake was added to the list of the Regional Board's impaired waters based on its periodic algal blooms and fish kills. The Regional Board has been a cooperative partner with Lake Elsinore and San Jacinto Watershed Authority and is a member agency of the Lake Elsinore/Canyon Lake Total Maximum Daily Loads (TMDL) Task Force (LECL Task Force). In 2004, TMDL were adopted to regulate the amount of nutrients that can be released into the watershed to meet water quality standards for both Lake Elsinore and Canyon Lake. The LECL Task Force was developed to improve water quality and wildlife habitats in Lake Elsinore, Canyon Lake, and the San Jacinto Watershed. The LECL Task Force is made up of all the discharges identified in the TMDL, including Municipal Separate Storm Sewer Systems (MS4) permittees. All future developers are required to comply with the National Pollution Discharge Elimination System (NPDES).

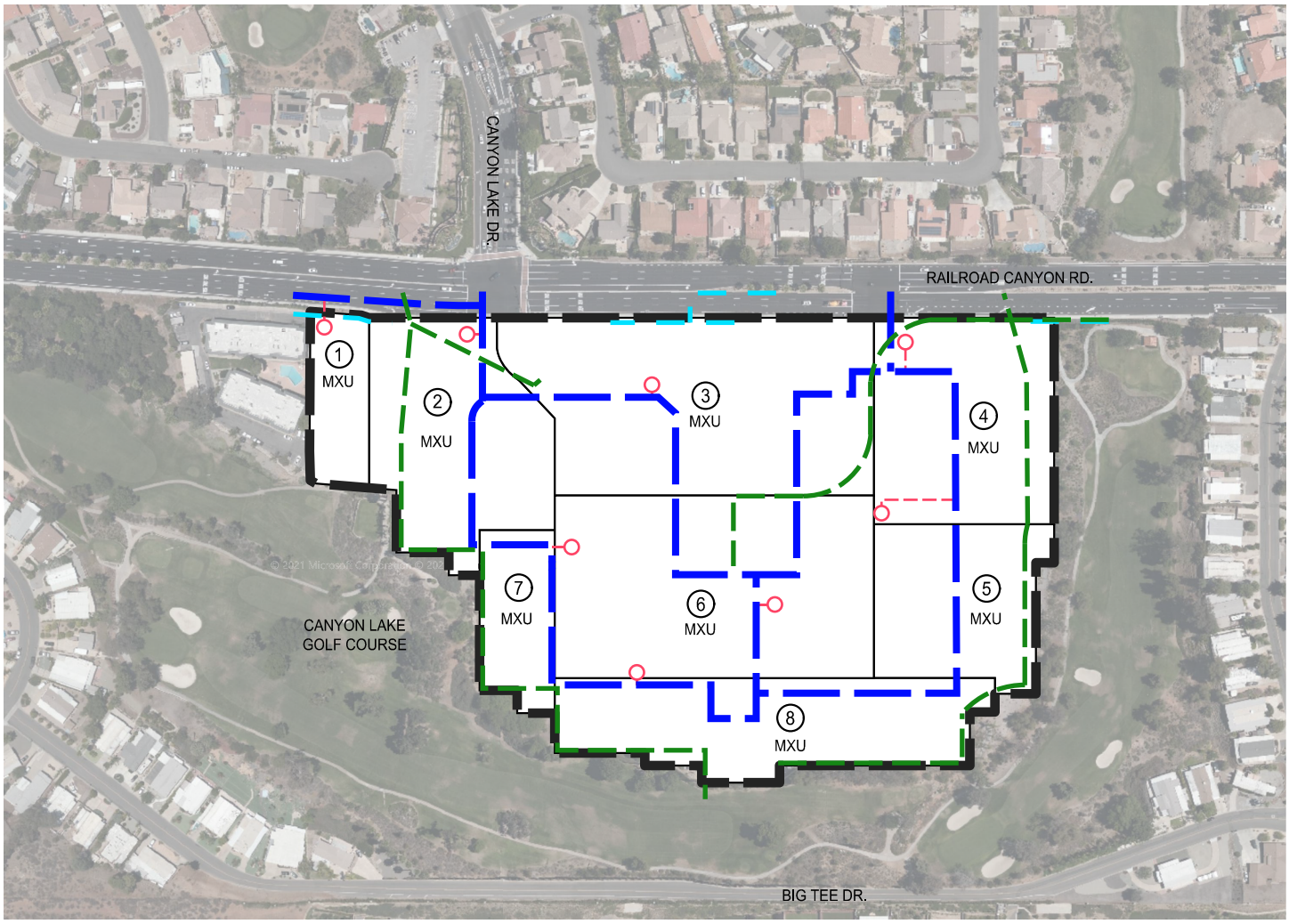
Solid Waste
The City of Canyon Lake contracts with CR&R Waste & Recycling Services for trash collection and recycling needs. All future developments will be required to comply with solid waste reduction goals and comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the Riverside County Integrated Waste Management Plan.

Utilities
Table B, Utility Providers, below, identifies the utility service purveyors for the Project site.

Table B, Utility Providers

Purveyor	Service
Elsinore Valley Water District	Water
Elsinore Valley Water District	Sewer
Verizon	Communications
Southern California Edison	Electricity
Southern California Gas Company	Natural Gas
Waste Management	Solid Waste Disposal

FIGURE 5, EXISTING PUBLIC FACILITIES



LEGEND

(#)	PLANNING AREA NUMBER
	PROJECT AREA BOUNDARY
	PLANNING AREA BOUNDARY
	POTABLE WATER MAIN
	SEWER MAIN
	FIRE HYRDANT
	IRRIGATION LINES
MXU	MIXED USE

1" = 300'

300 0 300 600 900

TOWNE CENTER SPECIFIC PLAN
MITIGATION NEGATIVE DECLARATION

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Public Services

Schools

Future residents of Canyon Lake are served by the Lake Elsinore Unified School District (LEUSD). There are no LEUSD facilities located within the gates of Canyon Lake. However, Canyon Lake does contain two private schools: Hope Learning Academy and Canyon Lake Community Church. Hope Learning Academy, located within the Towne Center, is a private school serving grades 7 through12. Canyon Lake Community Church provides schooling to pre-Kindergarten and Kindergarten age children. The City of Canyon Lake has adopted mitigation measures in order to help with overcrowding schools. Future development will be required to offset impacts to schools and school districts through the payment of school development impact fees and may be required to enter into school facility mitigation agreements, as required by law.

Police

The City of Canyon Lake contracts law enforcement services through the Riverside County Sheriff's Department. Service is provided from the Perris station located at 137 N Perris Boulevard, Perris, as well as a satellite office is situated within the existing Towne Center at 31516 Railroad Canyon Road, Canyon Lake. In addition to the five officers City contracts for, the City owns five police vehicles, one volunteer vehicle, one full size pick-up truck and two police boats.

Fire

The City of Canyon Lake contracts fire protection services through the Riverside County Fire Department /CalFire and is served by three stations. The City has taken action to consider creating its own Fire Department. Currently, fire Station No. 60, located at 28730 Vacation Drive is the only station sited within the City's boundary. Station No. 60 is situated approximately three miles north of the Towne Center. Station No. 5 located at 28971 Goetz Road, located roughly 3.2 miles northeast of the Towne Center and Station No. 94, located at 22770 Railroad Canyon Road, approximately one mile southwest of the Towne Center, are located just outside the City's boundary. All stations are staffed full-time 24 hours, 7 days a week, including paramedics, operating Type-1 structural fire-fighting apparatus.

PROPOSED PROJECT

The Project proposes a zone change and specific plan. The zone change will change the existing zoning from General Commercial (C-1) to Mixed Use (MXU) and allow for residential uses, providing compatibility with the existing general plan land use designation of MXU. The proposed specific plan document would provide the basic framework, design, and implementing guidelines to allow for residential mixed use development within the City of Canyon Lake's existing Towne Center. The City is also seeking a distribution of land uses that will provide for greater fiscal opportunities and improve the attributes of the existing center to generate more local interest. The City owns a portion of the existing center along with as many as 40 other individual owners due to the existing subdivision pattern. The Center is currently comprised of a variety of service, retail, restaurant, hotel, office, and public facility uses.

The TCSP and zone change (proposed Project) will direct future developers to meet City's vision and goals for the Center, including requirements related to City's Housing Element update. The TCSP will provide for a variety of land use types allowing for residential, open space, business/service and public facility related uses.

With respect to residential land uses, the TCSP will provide guidelines for multi-family housing and mixed-use commercial design with opportunities for development of both affordable and age-restricted housing to help retain current Canyon Lake residents. With respect to non-residential

land uses, the TCSP promotes the retention of the existing businesses, many of which will need to remain as allowable, and provide opportunities for new uses.

The TCSP will also be prepared consistent with the requirements of SB2 legislation, which not only provides the City partial funding for the preparation of the TCSP but requires that the Plan not necessitate subsequent discretionary actions to permit construction. As such, future implementing development projects found to be consistent with the TCSP objectives and standards and guidelines, will be issued building permits upon meeting all existing building criteria.

Table C, Existing/Proposed Use Matrix can be viewed in conjunction with **Figure 3**. This Table depicts how some of the existing buildings at the Towne Center may be re-developed and utilized under the TCSP to accommodate mixed use residential. As depicted on **Figure 3,** Residential Sites A through D are proposed to accommodate future residential uses. Not all of the buildings in the Towne Center are proposed to be affected by the TCSP at this time. The following table helps to establish the baseline condition and represents anticipated future development assumptions for environmental analysis. All subsequent approvals to develop the property must be consistent with the TCSP and associated environmental documents. Additional environmental documentation may be required if significant changes are proposed. It is expected that the current tenants/occupants and uses of the existing buildings will remain commercial/office in nature.

To achieve the goals and objectives of this specific plan, the site is divided into eight separate "Planning Areas" all with a specific plan land use designated of Mixed Use (MXU) as reflected in **Figure 6, Proposed Land Use Plan**. The purpose of these Planning Areas is to provide conceptual land use distributions and intensities as the intent of this specific plan is to provide general guidance for each Planning Area to help shape future re-development. **Table D, Land Use Summary (By Planning Area)** identifies the uses and intensities allowable for the TCSP as a whole.

A conceptual site plan has been prepared for illustrative purposes only to identify how each planning area may re-develop, but the intended design within each Planning Area may be modified; consistent with the objectives of the plan, allowing flexibility to future developers. Each Planning Area is described below by highlighting the conceptual primary land use(s). **Figure 7, Proposed Vehicular Circulation Plan** and **Figure 8, Proposed Non-Vehicular Circulation Plan,** identifies proposed Vehicular and Non-Vehicular circulation patterns for the Project.

Table C, Existing/Proposed Use Matrix

Planning Area	Existing Buildings	Existing Use	Proposed Redevelopment	Proposed Structure
1	Building 8	Hotel	**Residential Site D** 16 units (16 du/ac)	Two Levels[1] – 2 Levels Residential
2	Building 7	Varies	**Residential Site B** 46 units (44.7 du/ac) **Commercial Retail** 6,000 Square Feet	Five Levels – 1 Level Commercial Retail – 4 Levels Residential
	Building 9	Varies	Per SP allowable uses	No Change
3	Buildings 10-13	Varies	Per SP allowable uses	No Change
	Buildings 14-15	Canyon Lake Market Building	**Additional Office** 44,000 Square Feet	Three Levels – 1 Level Commercial Retail – 2 Levels Office
4	Building 1	Office Civic	**Residential Site A** 40 units (51.30 du/ac) **Commercial Retail** 6,500 Square Feet	Four Levels[2] – 1 Level Commercial Retail – 3 Levels Residential
5	Building 2	Civic Office	**Residential Site C** 86 units (60.6 du/ac) **Commercial Retail** 18,000 Square Feet	Five Levels – 3 Levels Residential – 2 Levels Parking and Commercial Retail
6	Building 16	Edward Jones Building	**Additional Office** 9,000 Square Feet	Two Levels
	Building 17	Varies	**Public Open Space**	Removal
7	Building 6	Can Do Plaza Building	**Additional Office** 22,000 Square Feet	Two Levels
8	Building 3	Post Office/Dominoes	**Additional Office** 28,000 Square Feet	Two Levels
	Buildings 4-5	Varies	Per SP allowable uses	No Change

Notes:
1. A third level may be permitted to achieve desired residential density.
2. Additional levels may be permitted to achieve desired residential density.

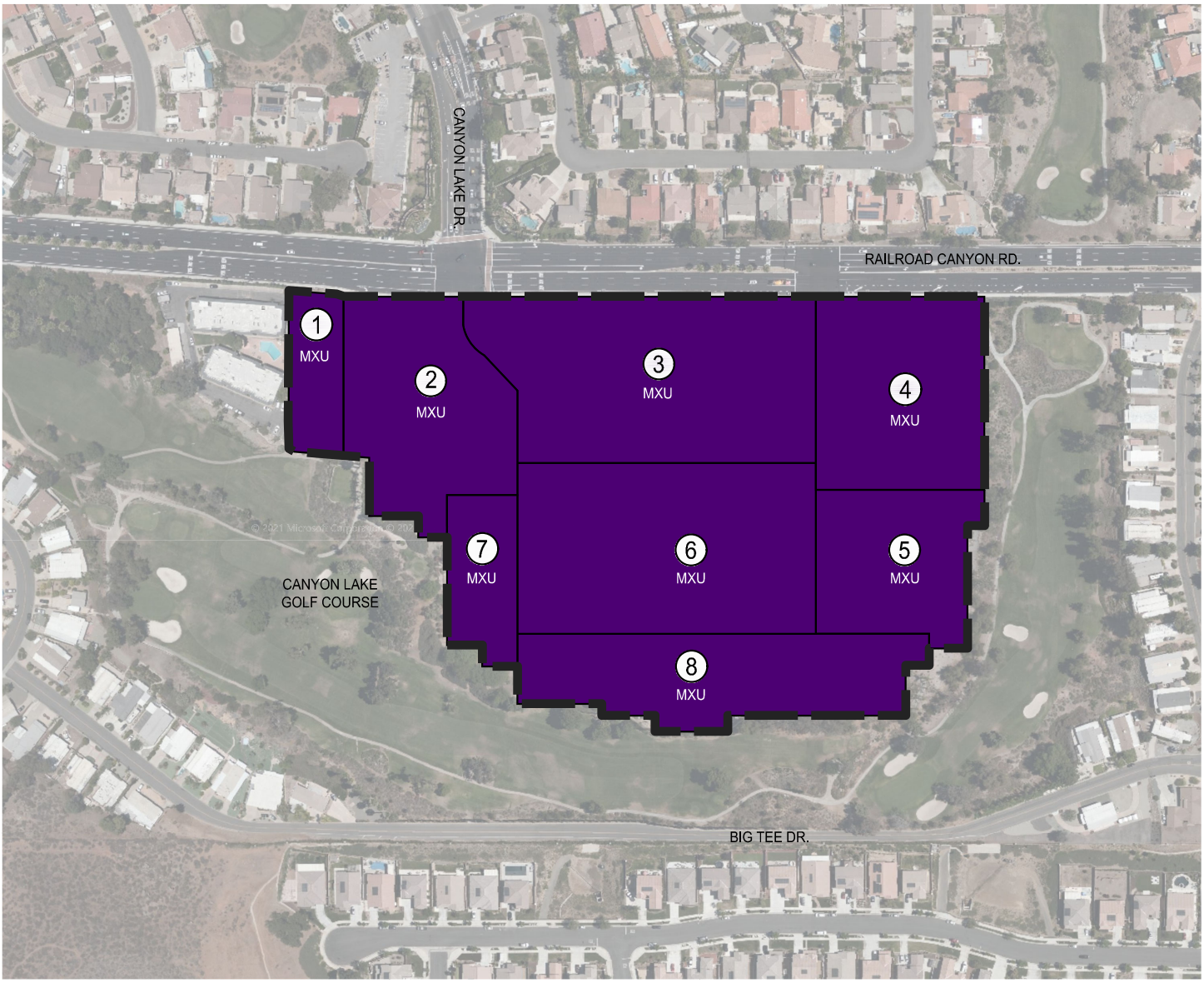
Table D, Land Use Summary (By Planning Area)

PA	SP Land Use Designation	Acres	Square Footage (SF)		Residential Density
			Commercial-Retail[1]	Office	Dwelling Units[2-6]
1	Mixed Use (Residential Site D)[2,3]	0.7	–	–	16
2	Mixed Use (Residential Site B) [1, 2,4]	2.6	6,000	–	46
3	Mixed Use	4.3	–	44,000	–
4	Mixed Use (Residential Site A) [1, 5]	2.6	6,500	–	40
5	Mixed Use (Residential Site C) [1, 6]	1.9	18,000	–	86
6	Mixed Use[7]	4.1	–	9,000	–
7	Mixed Use	0.8	–	22,000	–
8	Mixed Use	2.6	–	28,000	–
	Existing	–	171,800	–	–
Total		**19.6**	**202,300**	**103,000**	**188**

Notes:

1. A total of 202,300 square feet (SF) of commercial-retail uses is provided as part of this plan. Square footage identified in PA 2, 4, 5 totaling 30,500 SF, is additional commercial-retail acreage beyond the 171,800 SF that currently exists, which may develop within these planning areas, not to exceed overall total 202,300 SF.
2. A total of 43 Very-Low income-qualified housing units and 24 Low income-qualified housing units are required for City of Canyon Lake to meet State Regional Housing Need Allocations (RHNA) 6th Cycle. Including the Department of Housing and Community Development's (HCD) 10 percent buffer recommendation, this plan has the capacity to provide an additional 7 units to provide a total of 75 affordable housing units within Planning Areas 1 and 2 (Residential Sites B and D). Should these Planning Areas (PA) develop to provide all 75 units, adjustments may be needed to reduce units in PA's 4 and 5 (Residential Sites A and C), to maintain overall development of up to 188 residential dwelling units within the Towne Center Specific Plan.
3. Density is based on 36,000 SF building size with building footprint that includes no external setbacks or additional lot area.
4. Density is based on 45,000 SF building size with building footprint that includes no external setbacks or additional lot area.
5. Density is based on 35,000 SF building size with building footprint that includes no external setbacks or additional lot area.
6. Density is based on 62,000 SF building size with building footprint that includes no external setbacks or additional lot area.
7. Building 17 may be removed allowing for a large open space public gathering area.

FIGURE 6, PROPOSED LAND USE PLAN



LEGEND

- (#) PLANNING AREA NUMBER
- PROJECT AREA BOUNDARY
- PLANNING AREA BOUNDARY
- MIXED USE (MXU)

1" = 300'

300 0 300 600 900

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TOWNE CENTER SPECIFIC PLAN
MITIGATION NEGATIVE DECLARATION

FIGURE 7, PROPOSED VEHICULAR CIRCULATION PLAN

LEGEND

(#)	PLANNING AREA NUMBER
	PROJECT AREA BOUNDARY
	PLANNING AREA BOUNDARY
	VEHICULAR CIRCULATION
	ENHANCED GOLF CART PATH
	ACCESS POINT
MXU	MIXED USE

1" = 300'

300 0 300 600 900

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TOWNE CENTER SPECIFIC PLAN
MITIGATION NEGATIVE DECLARATION

FIGURE 8, PROPOSED NON-VEHICULAR CIRCULATION PLAN

LEGEND

(#)	PLANNING AREA NUMBER
	PROJECT AREA BOUNDARY
	PLANNING AREA BOUNDARY
	PEDESTRIAN CIRCULATION
	ENHANCED PEDESTRIAN CIRCULATION
	PEDESTRIAN NODE
MXU	MIXED USE

1" = 300'

300 0 300 600 900

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Planning Area 1 – Housing

This Planning Area is currently developed with a Hotel (Building 8). Referred to as Residential Site D, this Planning Area has to the potential to re-develop per the TCSP as two levels of residential, perhaps townhomes. A third level may be permitted in order to achieve desired residential density. This Planning Area is also a preferred location to accommodate affordable housing units as it is adjacent to existing multi-family residential to the west and includes both pedestrian and enhanced pedestrian pathways providing residents with pedestrian access to Railroad Canyon Road as well as walking paths providing connection to adjacent Planning Areas and a pedestrian node at the southwest corner of the Planning Area that may provide an area for rest or other amenities while enjoying views of the existing golf course.

Planning Area 2 – Commercial Retail and Housing

This Planning Area is currently developed (Buildings 7 and 9). Referred to as Residential Site B, this Planning Area contains one of the two vehicular access points into the Towne Center and has to the potential to re-develop Building 7 as a five level structure providing one level of commercial-retail and four levels of residential. This Planning Area is also a preferred location to accommodate affordable housing. It includes both pedestrian and enhanced pedestrian pathways providing residents and visitors access to Railroad Canyon Road, adjacent Planning Areas, and pedestrian nodes at the southwestern portions of the Planning Area that may provide areas for rest or other amenities to enjoy the views of the existing golf course. This Planning Area also affords the opportunity to provide for small patio and plaza areas.

Planning Area 3 – Commercial Retail and Office

This Planning Area is currently developed (Buildings 10 thru 15) and has to the potential to re-develop Buildings 14 and 15 per the TCSP (referred to as the Canyon Lake Market Building) as a three level structure providing one level of commercial-retail and two levels of office. This Planning Area is also a preferred location to accommodate commercial uses as it has prime visibility to Railroad Canyon Road and is located adjacent to the two access points for the Center. Furthermore, with this Planning Area's adjacency to Railroad Canyon Road an enhanced golf cart connection could be implemented for easy golf cart access from the main Canyon Lake residential community.

Planning Area 4 – Commercial Retail and Housing

This Planning Area is currently developed (Building 1); a portion of which houses the City's current civic center and office uses. Referred to as Residential Site A, this Planning Area provides one of the two vehicular access points into the Towne Center and affords high visibility to the community from Railroad Canyon Road. This allows for the opportunity to re-develop the existing building as a vertical mixed use four level structure providing for one level of commercial retail and three levels of residential. Additional levels may be permitted to allow for desired residential density. Because this Planning Area is adjacent to the golf course it provides the opportunity to capture views of the course and allows for development of a plaza. Pedestrian and enhanced pedestrian pathways provide residents and visitors access to Railroad Canyon Road, adjacent Planning Areas, and pedestrian nodes situated along the eastern perimeter of the Planning Area that may provide areas for rest or other amenities, to enjoy views of the existing golf course.

Planning Area 5 – Commercial Retail and Housing

This Planning Area is currently developed (Building 2) supporting both civic and office uses. Referred to as Residential Site C, this Planning Area has to the potential to re-develop as a five level structure providing two level of commercial-retail and parking along with three levels of residential. Because this Planning Area is adjacent to the golf course it provides the opportunity

to capture views of the course, allowing for development of plazas and patios. Pedestrian and enhanced pedestrian pathways provide residents and visitors access to adjacent Planning Areas and pedestrian nodes situated along the eastern and southern perimeter of the Planning Area that may provide areas for rest or other amenities, to enjoy views of the existing golf course.

Planning Area 6 – Civic Uses and Public Plaza

This Planning Area is currently developed (Buildings16 and 17) with both civic and office uses and includes the Veteran's Memorial. This Planning Area has to the potential to re-develop Building 16, known as the Edward Jones Building, as a two level structure would enable current civic uses to relocate into a centralized located on site, truly making the Civic Center the heart of the Center. For this to occur, the City would need to purchase the existing building and move into the new facility when ready. With the City offices relocating, the current City buildings could be redeveloped for housing. Building 17 may be removed allowing for a large open space public gathering area. Pedestrian and enhanced pedestrian pathways providing linkage to all adjacent planning areas.

Planning Area 7 – Commercial Retail and Office

This Planning Area is currently developed (Building 6). This Building, known as the Can Do Plaza Building has the potential to re-develop a two level structure providing two levels of retail and office uses and allows for development of small plazas and patios. Pedestrian and enhanced pedestrian pathways provide access to neighboring planning areas and pedestrian nodes situated along the eastern and southern perimeter of the Planning Area that may provide areas for rest or other amenities, to enjoy views of the existing golf course.

Planning Area 8 – Commercial Retail and Office

This Planning Area is currently developed (Buildings 3 thru 5); providing both commercial retail and office uses. This Planning Area has to the potential to re-develop Building 3 as a two level structure providing two levels of office uses and allows for development of a small plaza. Enhanced pedestrian pathways providing access to neighboring planning areas.

ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

Agencies	Entity
Federal	None
State of California	None
Regional	None
Local	City of Canyon Lake

DOCUMENTS INCORPORATED BY REFERENCE

Per Section 15150(a) of the State CEQA Guidelines, "An EIR or Negative Declaration may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of the EIR or Negative Declaration." The following reports and/or studies are applicable to development of the Project site and are hereby incorporated by reference:

- City of Canyon Lake, *General Plan*, 1996
- City of Canyon Lake, *Mitigated Negative Declaration for the General Plan,* January 1996
- County of Riverside, *General Plan, Elsinore Area Plan*, revised June 2021
- County of Riverside, *Volume1: Draft Program EIR No.521 for GPA No. 960, State Clearinghouse No. 2009041065*, February 2015

These documents are available at the respective agencies as follows:

City of Canyon Lake
Planning Department
31516 Railroad Canyon Road
Canyon Lake, CA 92587

County of Riverside
Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92502-1409

CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentially, etc.?

Consistent with the requirements of AB52 and SB18, City distributed notification of the proposed Project to area Tribes on March 19, 2021. On March 22, 2021, a representative from the Fort-Yuma Quechan Tribe declined to consult and indicated they had no comments on the Project, defer to the more local Tribes, and support the local tribe decisions on the Project. On April 6, 2021, a representative from the Agua Caliente Band of Cahuilla Indians declined to consult and indicated the Project is not within their Tribe's traditional use area and would defer to other tribes in the area. On March 24, 2021, the Rincon Band of Mission Indians indicated that the Project site is within the Traditional Use Area (TUA) of the Luiseño people and within the Band's specific Area of Historic Interest (AHI). As such, Rincon is traditionally and culturally affiliated to the Project area. The tribe did request consultation as well as copies of existing documents pertaining to the Project such as the cultural survey and to be included on all distribution lists for environmental document reviews, consultations, circulation of public documents, and notices for public hearings and scheduled approvals. City provided requested materials to Rincon October 14, 2021. Rincon responded via email on October 28, 2021 confirming receipt of material and that review is in process. The City's compliance with Assembly Bill (AB 52) is discussed in Threshold XVIIIa(ii) in the ISMND analysis.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 20 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements.

The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact**: No impacts are identified or anticipated and no mitigation measures are required.
2. **Less than Significant Impact**: No significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. **Less than Significant Impact with Mitigation Incorporated**: Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)
4. **Potentially Significant Impact**: Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below will 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.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

☐	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
☒	Although the proposed project could have a significant effect on the environment, there shall 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 shall be prepared.
☐	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	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.
☐	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Jim Morrissey
Signature: (prepared by Jim Morrissey, Planner)

2/24/22
Date

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
I.	**AESTHETICS**				
	Except as provided in Public Resources Code Section 21099, would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐

References: AE; CALTRANS; COR ORD 655; Project Description
SUBSTANTIATION: *(Check ☐ if project is located within the view-shed of any Scenic Route listed in the General Plan)*

a) **Less Than Significant Impact.** The City of Canyon Lake is developed around approximately 15 miles of Canyon Lake shoreline and includes an 18 hole golf course which form the focal aesthetic values for the community. Scenic views in the area include the San Jacinto Mountains, the Perris Block, and the Santa Ana Mountains which can be viewed from many vantage points within the City. The existing Towne Center site is currently developed with one and two-story buildings providing commercial, office and service uses to the community. The proposed Project would allow for structures up to 95 feet in height, equatable to approximately eight levels per the California Building Code, three levels higher than the be tallest the existing structures on site. However, the TCSP includes architectural design guidelines that establish standards for development to ensure attractive re-development takes place. Further, there are no scenic vistas that would be negatively affected by the proposed Project. Hence, as there are no scenic vistas and because the TCSP includes guidelines to guide re-development efforts, the Project will not have a substantial adverse effect on a scenic vista. Therefore, impacts are less than significant.

b) **No Impact.** The Project site is an existing developed shopping center. There are no historic rocks, trees, or buildings on site. Additionally, the site frontage is Railroad Canyon Road which is not designed as a State Scenic Highway. The closest Scenic Highway is Interstate 15 (I-15), located approximately 2.82 miles west (CALTRANS). Further, an assessment conducted to determine if any historical structures exist on the Project site and it was concluded there are no historic structures on site (AE, p. 20). The analysis regarding the potential for historical resources is analyzed in Cultural Resources Section V, Item (a), below. Thus, the proposed Project will not substantially damage scenic

resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway Therefore, no impacts are anticipated.

c) **Less Than Significant Impact.** Visual character is the point of reference to assess whether a given project would appear compatible with the established features of the existing setting or would contrast noticeably and unfavorably with them. Canyon Lake is a private gated community. The existing setting is a developed commercial-retail center with the proposed Project being a plan for redevelopment of portions of this existing shopping center. As discussed in Aesthetics Section I, Item (a) above, there are scenic view in the area but these can be viewed from many vantage points. Further, the Project includes design guidelines establish to ensure attractive re-development takes place to provide the site with an attractive appearance and take advantage of the views that the site has to offer. Hence, as no public views will be obstructed and because the Project includes design guidelines, the Project will not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The Project will in fact, improve the visual character of the site. Therefore, impacts are less than significant.

d) **Less Than Significant Impact.** The Project site is an existing development which already has nighttime lighting. Despite existing lighting, the proposed Project may introduce new sources of nighttime lighting due to re-design of the existing structures. However, the TCSP includes guidelines for exterior lighting. Spill of light onto surrounding properties will be reduced through implementation of these design guidelines which requires that light be downward or shielded and hooded. The Project is located within the County of Riverside's Mt. Palomar Observatory's Zone B which means a project is located within a 45 mile radius of the observatory. Riverside County Ordinance 655 (COR ORD 655) provides regulatory guidelines ensuring that lighting will not impair the activities of the observatory. Because the Project lies approximately 45 southeast of the site, it will be subject to COR ORD 655. Thus, the Project would not interfere with nighttime use of the Palomar Observatory because all provisions of Riverside County Ordinance 655 will be enforced.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials. Daytime glare is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass or windshields of parked cars. Glare-sensitive uses include residences, hotels, transportation corridors and aircraft landing corridors. The Project site does have sensitive residential receptors surrounding the site and proposes to increase building height which may result in additional glare. However, , light and glare will be addressed through standard conditions of approval, plan check, permit procedures and design guidelines such as installation of window tinting or other measures that would reduce glare. Thus, the Project will not create new sources of light or glare that will adversely affect day or nighttime views in the area. Therefore, impacts are less than significant.

Therefore, no significant adverse impacts are identified or anticipated so no mitigation measures are required.

This area intentionally blank.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
II.	**AGRICULTURE AND FORESTRY RESOURCES** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒
References: CLGP; DOC; and FMMP. ***SUBSTANTIATION:*** *(Check ☐ if project is located in the Important Farmlands Overlay)*					

a) **No Impact**. The City of Canyon Lake is identified as Urban and Built-Up land on the FMMP map pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation (FMMP). The subject property site is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (FMMP). Because the Project site is already developed and does not lie within Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, the Project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. Therefore, no impacts are anticipated.

b) **No Impact**. The subject property is zoned C-1 (General Commercial) and has a General Plan land use designation of Mixed Use (MUX). Surrounding properties are zoned R-1 (One-Family Dwellings), OS-GC (Open Space Golf-Course), and R-T (Mobilehome Subdivision) and have General Plan land use designations of High Density Residential (HDR), Open Space – Golf Course (OS-GC), and Low Density Residential (LDR). The City of Canyon Lake does not contain any agricultural zones. Hence, none of the properties are zoned for agricultural use so there will be no conflict with existing zoning for agricultural use. Further, there is no Williamson Act contract covering the site nor within 10 miles of the property (FMMP). Thus, the proposed Project will not conflict with existing zoning for agricultural use, or a Williamson Act contract. Therefore, no impacts are anticipated.

c) **No Impact**. There is almost 800 acres of federal land with the City of Canyon Lake, managed by the Bureau of Land Management located within two areas of the City. The first of which is located in the northern most area of the City; the second, located in the northwestern most portion of the City. Both areas are a significant distance from the existing Towne Center and buffered by the lake and existing residential development. None of the properties located within the Towne Center are subject to forest or timberland zoning designations. Thus, the proposed Project will not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Therefore, no impacts are anticipated.

d) **No Impact**. "Forest Land" is defined as "land that can support 10-percent native tree cover of any species…and that allows for management of one or more forest resources…" (PRC). The proposed Project is not managed for its resources. The Project site is an existing developed shopping center and contains no forest lands. The Project site and adjacent surrounding properties do not contain forest lands. Thus, the proposed Project will not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts are anticipated.

e) **No Impact.** The Project site is located within an area designated for mixed use development**.** The site and surrounding properties do not involve agricultural uses and are not zoned for agricultural activities. Thus, implementation of the proposed Project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of other farmland to non-agricultural use, because the site is not currently used for agricultural use. Therefore, no impacts are anticipated.

Therefore, no significant adverse impacts are identified or anticipated so no mitigation measures are required.

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	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
III.	**AIR QUALITY**				
	Where available, the significance criteria established by the applicable air quality management district or air pollution control district might be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

References: AQMP; CARB-A; CARB-B; MTA; SCAQMD-A; SCAQMD-B; TRANS; WEBB-A
SUBSTANTIATION:

a) **No impact.** The City of Canyon Lake is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) prepares the Air Quality Management Plan (AQMP) for the Basin. The AQMP sets forth a comprehensive program that will lead the Basin into compliance with all federal and state air quality standards. The 2016 AQMP's control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. A significant impact could occur if the proposed project conflicts with or obstructs the implementation of 2016 AQMP. Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the AQMP is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. A consistency review is presented below:

1. The project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD as demonstrated in Air Quality Section III, Item (b) of this document; therefore, the project could not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation.
2. The Project proposes a zone change and specific plan or the existing Towne Center that is comprised of commercial/retail mixed-uses. The TCSP would provide the basic framework, design, and implementing guidelines to allow for the re-development of the site with mixed-use residential which is an allowable use under the CLGP that was amended in October 2009. The proposed zone change from C-1 to MXU will

bring the zoning into compliance with the CLGP land use designation of MXU. Therefore, the proposed land uses in the TCSP are consistent with the land use projections used in the 2016 AQMP.

Based on the consistency analysis presented above, the proposed Project will not conflict with the 2016 AQMP. Therefore, no impacts are anticipated.

b) **Less Than Significant Impact.** The portion of the Basin within which the proposed Project site is located is designated as a non-attainment area for particulate matter less than 10 microns in diameter (PM-10) under state standards, and for ozone and particulate matter less than 2.5 microns in diameter (PM-2.5) under both state and federal standards (CARB-A). The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same (SCAQMD-A). Therefore, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Based on SCAQMD's regulatory jurisdiction over regional air quality, it is reasonable to rely on its thresholds to determine whether there is a cumulative air quality impact.

Air quality impacts can be described in a short- and long-term perspective. Short-term impacts occur during site grading and Project construction and consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Long-term air quality impacts occur once the Project is in operation.

Construction Activities

The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 or more acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of this Project's disturbance area (approximately 19.6 acres), a Fugitive Dust Control Plan or a Large Operation Notification Form would not be required.

An Air Quality/Greenhouse Gas Analysis was prepared for the Project by Albert A. Webb Associates dated September 28, 2021 (WEBB-A). Short-term emissions from Project construction were evaluated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0. Because the Project proposes a zone change and specific plan with no implementing development at this time, timing of construction by future developers is unknown. However, to provide a conservative analysis the estimated construction period for the proposed Project was based on CalEEMod default of approximately 16 months beginning no sooner than September 2022. The results of this analysis are summarized in **Table E, Estimated Unmitigated Maximum Daily Construction Emissions,** below.

Table E, Estimated Unmitigated Maximum Daily Construction Emissions

Activity	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Construction Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Demolition – 2022	2.76	28.29	21.74	0.05	3.31	1.55
Grading – 2022	5.32	**93.07**	47.33	**0.29**	**12.96**	**5.52**
Building Construction – 2022	5.37	40.14	52.24	0.12	6.99	3.10
Building Construction – 2023	**4.91**	36.12	**50.57**	0.12	6.71	2.85
Building Construction – 2024	4.60	33.99	49.45	0.12	6.53	2.67
Architectural Coatings – 2023	**10.03**	3.66	**7.68**	0.02	0.19	0.42
Architectural Coatings – 2024	9.99	3.41	7.49	0.02	1.04	0.40
Paving – 2024	2.37	9.63	15.17	0.02	0.65	0.48
Maximum[1]	**14.94**	**93.07**	**58.25**	**0.29**	**12.96**	**5.52**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 2

Notes

1. Maximum emissions are the greater of either demolition, grading, or building construction in 2022 alone, or the sum of building construction and architectural coating in 2023, or the sum of building construction and architectural coating in 2024, or architectural coating and paving in 2024 because these activities.

As shown in the table above, the emissions from construction of the Project are below the SCAQMD daily construction thresholds for all the criteria pollutants.

Operational Activities

Long-term emissions are evaluated at build-out of a project. Because the Project proposes a zone change and Specific Plan with no implementing development at this time, build-out by future developers is unknown. However, to provide a conservative analysis the Project is assumed to be fully re-developed by 2027. Mobile source emissions refer to on-road motor vehicle emissions generated from the Project's traffic and based on the Project-specific vehicle miles traveled (VMT) analysis. The VMT analysis, prepared by Translutions Inc. (TRANS) and included as Appendix E of this document, calculated the daily VMT for the Project to be 21,429 (TRANS, Table A) and this was used to estimate an average trip length for each of the Project's trips that are estimated by CalEEMod. The Project's average trip length is approximately 6.71 miles.

Area source emissions from the Project include stationary combustion emissions of natural gas used for space and water heating (shown in a separate row as energy), yard and landscape maintenance, and consumer use of solvents and personal care products. CalEEMod computes area source emissions based upon default factors and land use assumptions and were utilized with the exception of fireplaces, which were assumed to be absent from the Project. CalEEMod defaults include the 2019 Title 24 energy efficiency standards. Separate emissions were computed for both the summer and winter in **Table F, Estimated Unmitigated Daily Project Operation Emissions (Summer)** and **Table E, Estimated Unmitigated Daily Project Operation Emissions (Winter)**, below.

Table F, Estimated Unmitigated Daily Project Operation Emissions (Summer)

Source	Peak Daily Emissions (lb/day)[1]					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	55	55	550	150	150	55
Area	7.72	0.18	15.52	0.00	0.09	0.09
Energy	0.09	0.80	0.39	0.01	0.06	0.06
Mobile	8.36	9.14	70.38	0.16	17.93	4.86
Total	16.17	10.12	86.29	0.17	18.08	5.01
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 3

Notes

1. Emissions reported as zero are rounded and not necessarily equal to zero.

Table G, Estimated Unmitigated Daily Project Operation Emissions (Winter)

Source	Peak Daily Emissions (lb/day)[1]					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	55	55	550	150	150	55
Area	7.72	0.18	15.52	0.00	0.09	0.09
Energy	0.09	0.80	0.39	0.01	0.06	0.06
Mobile	6.94	9.72	63.51	0.15	17.93	4.86
Total	14.75	10.70	79.42	0.16	18.08	5.01
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 4

Notes

1. Emissions reported as zero are rounded and not necessarily equal to zero.

Evaluation of the data presented in **Table F** and **Table G** above indicates that criteria pollutant emissions from operation of this Project will not exceed the SCAQMD regional daily thresholds for any pollutant during summer or winter. As such, the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment and no mitigation is required. Therefore, cumulative impacts are less than significant.

c) **Less Than Significant Impact**. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (SCAQMD-B). Staff at the SCAQMD have developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short- and long-term). Additional analysis was conducted to evaluate impacts to sensitive receptors regarding Carbon Monoxide (CO) hot spots.

Localized Significance Threshold (LST)

The construction LST is estimated using the maximum daily disturbed area (in acres) and the distance of the Project site to the nearest sensitive receptors (in meters). The SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod. Based on this SCAQMD guidance and the Project's equipment list during grading (WEBB-A), the Project will disturb approximately four acres per day. The closest sensitive receptors are

residential properties located to the north, across Railroad Canyon Road, approximately 105 feet (32 meters) from the Project site. The closest receptor distance on the LST look-up tables is 25 meters. A receptor distance of 25 meters (85 feet) was used to ensure a conservative analysis. The results are summarized below in **Table H, LST Results for Unmitigated Daily Construction Emissions**, below.

Table H, LST Results for Unmitigated Daily Construction Emissions

Pollutant	Peak Daily Emissions (lb/day)			
	NO_X	CO	PM-10	PM-2.5
LST for 4-acres at 25 meters[1]	**325**	**1,677**	**11**	**7**
Demolition – 2022	25.72	20.59	2.78	1.39
Grading – 2022	**42.40**	35.55	**5.54**	**3.11**
Building Construction – 2022	33.53	34.88	1.73	1.62
Building Construction – 2023	30.88	**34.62**	1.50	1.41
Building Construction – 2024	28.85	34.45	1.31	1.23
Architectural Coatings – 2023	3.47	**4.83**	0.19	0.19
Architectural Coatings – 2024	3.25	4.83	0.16	0.16
Paving – 2024	9.52	14.63	0.47	0.43
Maximum[2]	**42.40**	**39.45**	**5.54**	**3.11**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 5

Notes

1. LST for 4-acre site predicted using Appendix K of SCAQMD LST Methodology
2. Maximum emissions are the greater of either demolition, grading, or building construction in 2022 alone, or the sum of building construction and architectural coating in 2023, or the sum of building construction and architectural coating in 2024, or architectural coating and paving in 2024 because these activities overlap. Maximum emissions are rounded and shown in bold.

Emissions from construction of the Project will be below the LST established by SCAQMD for the Project. According to the LST methodology, LSTs only apply to the operational phase if a project includes stationary sources or attracts mobile sources that may spend long periods of time idling at the site, such as warehouse/transfer facilities. Hence, because the proposed Project involves the construction of a mixed-use commercial and residential development no long-term LST analysis is needed.

CO Hot Spots

A carbon monoxide (CO) "hot spot" is a localized concentration of CO that is above the state or federal 1-hour or 8-hour ambient air quality standards (AAQS). Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. Based on the information presented below, a CO "hot spot" analysis is not needed to determine whether the addition of Project related traffic will contribute to an exceedance of either the state or federal AAQS for CO emissions in the Project area.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (SCAQMD-A) and the Revised 1992 Federal Attainment Plan for Carbon Monoxide, or the 1992 Co Plan (SCAQMD-B). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of

particular intersections (SCAQMD-A; Appendix V, p. V-4-32). Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of the 1992 CO Plan and subsequent plan updates and air quality management plans.

In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: Long Beach Blvd. and Imperial Highway (Lynwood); Wilshire Blvd. and Veteran Ave. (Westwood); Sunset Blvd. and Highland Ave. (Hollywood); and La Cienega Blvd. and Century Blvd. (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated in the 1992 CO Plan and subsequent 2003 AQMP was that at Wilshire Blvd. and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day (SCAQMD-A; Appendix V, Table 4-7). The Los Angeles County Metropolitan Transportation Authority (MTA) evaluated the Level of Service (LOS) in the vicinity of the Wilshire Blvd./Veteran Ave. intersection and found it to be level E at peak morning traffic and Level F at peak afternoon traffic (MTA, Exhibit 2-5 and 2-6). The hot spot analysis was conducted at intersections subject to extremes in vehicle volumes and vehicle congestion and did not predict any violation of CO standards. Traffic counts on Railroad Canyon Road in 2019 in the vicinity of the Project site were approximately 34,000 daily trips. Considering a two percent growth rate per year and that Project-related traffic would result in an increase of approximately 3,200 daily trips, the daily traffic volume would be approximately 38,500, which is a much lower volume the traffic volumes studied by SCAQMD. Therefore, it can reasonably be concluded that Project-related traffic would not have daily traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the meteorology to conclude that intersections affected by the Project would yield higher CO concentrations if modeled in detail. Thus, the Project would not result in CO hot spots.

Thus, because the Project will not result in CO hot spots and no long term LST is necessary, the Project will not expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts are less than significant.

d) **Less Than Significant Impact.** The proposed Project presents the potential to result in other emissions, such as those leading to odors in the form of diesel exhaust during construction in the immediate vicinity of the proposed Project site. The closest sensitive receptors to the Project construction site are residential properties located to the north, across Railroad Canyon Road. However, odors generated during construction will be short-term and will not result in a long-term odorous impact to the surrounding area.

Additionally, the California Air Resources Board (CARB) has developed an Air Quality and Land Use Handbook to outline common sources of odor complaints, including: sewage treatment plants, landfills, recycling facilities, and petroleum refineries (CARB-B). The TCSP encourages development of mixed-uses including residential, commercial, retail and office uses, which are not included on the CARB's list of facilities that are known to be prone to generate odors. Thus, the Project will not result in other emissions (such as those leading to odors adversely affecting a substantial number of people. Therefore, impacts are less than significant.

Therefore, no significant adverse impacts are identified or anticipated so no mitigation measures are required.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
IV.	**BIOLOGICAL RESOURCES**				
	Would the project:				
a)	Have substantial adverse effects, 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?	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☒	☐	☐

References: MSHCP
SUBSTANTIATION: *(Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database ☐)*

a) **Less than Significant Impact with Mitigation Incorporated**. The proposed Project site is a fully developed and operating shopping center. Ornamental trees and some landscaping are present in the planters along building frontages and in the parking lot. The site is surrounded by a golf course on three sides and Railroad Canyon Road to the north. No natural habitats are located on site. Hence, no habitat to support listed or protected species has been identified.

If mature ornamental trees need to be removed as a result of future implementing development, implementation of Mitigation Measure **MM BIO 1** will ensure that no nesting birds, regardless of their listing status, will be impacted.

> **MM BIO 1**: Prior to issuance of grading, should tree and/or vegetation removals be required during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist and provided to the City. The pre-activity field survey shall determine if active nests of bird species protected by the MBTA or the California Fish and Game Code are present. A pre-activity field survey shall also be prepared and submitted to the City if construction activities extend from the non-breeding/nesting season into the breeding/nesting season (February 1 to August 31).
>
> If the pre-activity field survey determines active nests are within the implementing project site or within an appropriate buffer around the project site (i.e., 500 feet for an active listed species or raptor nests, 300 feet for other sensitive or protected bird nests, or 100 feet of sensitive or protected songbird nests), then the qualified biologist will document this finding in a report to the City. No grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active. Regular monitoring, but no less than once-per-week, by the qualified biologist shall be required to document for the City when the active nest(s) are vacated, and construction can continue.
>
> If the pre-activity field survey determines that there are no active nests within the implementing project site or within an appropriate buffer (i.e., 500 feet for an active listed species or raptor nests, 300 feet for other sensitive or protected bird nests, or 100 feet of sensitive or protected songbird nests), then the qualified biologist shall document and provide field surveys to the City prior to any construction during the nesting/breeding season.

Thus, with implementation of mitigation measure **MM BIO 1**, future implementing development projects will not result in substantial adverse effects, 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. Therefore, impacts are less than significant with mitigation incorporated.

b) **No Impact.** The Project site is an existing developed shopping center and does not contain riparian habitat or other sensitive natural communities. Thus, the proposed Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Therefore, no impacts are anticipated.

c) **No Impact.** The Project site is a developed shopping center and does not support any regulated aquatic habitats or conditions. Thus, the proposed Project will not have a substantial adverse effect on state or federally protected wetlands (including, but not limited

to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, no impacts are anticipated.

d) **No Impact.** The Project site is a developed shopping and commercial center and does not support migratory corridors. Hence, the Project would not interfere with existing migration corridors or nursery sites. Thus, the proposed Project will not 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. Therefore, no impacts are anticipated.

e) **No Impact.** The City of Canyon Lake currently does not have a General Plan Policy or an ordinance in place that protects specified biological resources, including tree preservation. Because the Project site is developed and does not contain any biological resources, it will not conflict with any local policies or ordinances protecting biological resources. Therefore, no impacts are anticipated.

f) **Less Than Significant with Mitigation Incorporated.** The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the Stephen's Kangaroo Rat (SKR) Fee Area as outlined in the SKR Habitat Conservation Plan (HCP). Project compliance with the SKR HCP consists of paying the SKR fee.

The MSHCP is a comprehensive multi-jurisdictional plan implemented pursuant to Section (a)(1)(B) of the Endangered Species Act (ESA), as well as the Natural Communities Conservation Plan (NCCP) under the State NCCP Act of 2001. The MSHCP includes western Riverside County and multiple cities, including the City of Canyon Lake. The City is a participating entity/permittee to the MSHCP and to the associated Take permits issued by state and federal agencies. Because the Project site is not within a MSHCP Criteria Cell or Conservation Area, conservation on the Project site to meet reserve assembly is not required. (MSHCP).

The MSHCP requires project consistency with Sections 6.1.1 (Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy), 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools), 6.1.3 (Protection of Narrow Endemic Plant Species), 6.1.4 (Urban Wildlands Interface), 6.3.2 (Additional Survey Needs and Procedures), Appendix C (Standard Best Management Practices), and 7.5.3 (Construction Guidelines).

Consistency with MSHCP Section 6.1.1

The Project site is located within the MSHCP but is not located within any MSHCP designated Criteria Areas, core, or linkage area identified under Section 6.1.1, *Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS)*. Therefore, a Habitat Evaluation and Acquisition Negation Strategy (HANS) and Joint Project Review (JPR) will not be required. Further, the Project footprint does not fall within, nor is it adjacent to, Public Quasi-Public (PQP) or other MSHCP Conserved Lands. The Project is located approximately two miles southwest of the edge of PQP land in Salt Creek and approximately two miles southeast of PQP land west of Jump Lagoon (RCA MSHCP). Thus, the proposed Project is consistent with Section 6.1.1 of the MSHCP.

Consistency with MSHCP Section 6.1.2

Section 6.1.2, *Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools,* of the MSHCP requires that projects develop avoidance alternatives, if feasible,

that would allow for full or partial avoidance of riparian/riverine areas. Section 6.1.2 of the MSHCP defines Riparian/Riverine areas as "lands which contain Habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to, or which depend upon soil moisture from a nearby fresh water source; or areas with freshwater flow during all or a portion of the year." The Proposed Project site has already been developed and does not support riparian, riverine, or vernal pool habitats and no species associated with these habitat types are on the Project site. As such, no focused surveys are required nor a MSHCP Determination of Biologically Equivalent or Superior Preservation (DBESP) report. Thus, the proposed Project is consistent with Section 6.1.2 of the MSHCP.

Consistency with MSHCP Section 6.1.3

Section 6.1.3, *Protection of Narrow Endemic Plant Species*, of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. The Project site is not located within the MSHCP narrow endemic plant survey area and therefore no focused survey is necessary (RCA MSCHP). Thus, the proposed Project is consistent with MSHCP Section 6.1.3.

Consistency with MSHCP Section 6.1.4

Section 6.1.4, *Guidelines Pertaining to the Urban/Wildlife Interface,* outlines the minimization of indirect effects associated with locating development in proximity to a MSHCP Conservation Area. The Project site is not located adjacent to an existing or proposed MSHCP Conservation Area. As mentioned, the closest PQP conserved land site is approximately 2 miles northwest and 2 miles northeast from the Project site. Thus, the proposed Project is consistent with Section 6.1.4 of the MSHCP.

Consistency with MSHCP Section 6.3.2

Section 6.3.2, *Additional Survey Needs and Procedures,* requires additional surveys for certain species if a project is located within criteria areas shown on *Figure 6-2 (Criteria Area Species Survey Area)*, *Figure 6-3 (Amphibian Species Survey Areas with Critical Area)*, *Figure 6-4 (Burrowing Owl Survey Areas with Criteria Area)* and *Figure 6-5 (Mammal Species Survey Areas with Criteria Area)* of the MSHCP. The Project site does not occur within the Amphibian Species Survey Area, Mammal Species Survey Area, Narrow Endemic Plant Survey Area, Burrowing Owl Area, Criteria Area Species, or Invertebrate Survey Area. Therefore, no focused surveys for amphibians, plants, owls, invertebrates, or mammals are required. Thus, the proposed Project is consistent with Section 6.3.2.

MSHCP Appendix C and Section 7.5.3

The MSHCP's Appendix C, *Standard Best Management Practices* and Section 7.5.3, *Construction Guidelines*, lists standard best management practices and guidelines to be implemented during project construction that will minimize potential impacts to sensitive habitats in the vicinity of a project. The guidelines relate to water pollution and erosion control, equipment storage, fueling, and staging, dust control, exotic plant control and timing of construction. Future implementing projects of the TCSP will be required to implement measures from Appendix C and Section 7.5.3 of the MSHCP. Implementation of mitigation measure **MM BIO 1** will address potential construction impacts to nesting birds. Thus, with mitigation the proposed Project is consistent with Appendix C and Section 7.5.3 of the MSHCP.

Hence, with implementation of mitigation measure **MM BIO 1**, the proposed Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, impacts are less than significant with mitigation incorporated.

Therefore, no significant adverse impacts are identified or anticipated with implementation of mitigation measure MM BIO 1.

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	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
V.	**CULTURAL RESOURCES**				
	Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those outside of formal cemeteries?	☐	☒	☐	☐

References: AE; CHSC; PRC
SUBSTANTIATION:

a) **No Impact**. A *Phase I Cultural Resource Assessment* was prepared by Applied Earthworks dated June 2021 (AE) located in Appendix B of this document. The Project site includes existing buildings and concrete parking area. The existing Towne Center has been developed and in operation since 1970's and been heavily disturbed by human activities. As such, the Project site was studied by an archaeological pedestrian survey, a cultural records search, a sacred lands search, and an inventory of all recorded historical resources located on the Project site.

Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or have a historically significant style, design, or achievement. Damaging or demolition of historic resources is typically considered to be a significant impact. Impacts to historic resources can occur through direct impacts, such as destruction or removal, and indirect impacts, such as a change in the setting of a historic resource. CEQA Guidelines §15064.5(a) clarifies that historical resources include the following:

1. A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.
2. A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements [of] section 5024.1(g) of the Public Resources Code.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

In order to assess previous land use historic maps and aerial photographs were consulted. Various topographic maps, and aerial photographs (from 1901 through 1988) were reviewed and only four structures were mapped within the proposed Project area. These structures do not appear in historic aerial photographs until 1978. Of the four structures, only two still exist in the northwest portion. The other two structures were demolished in 1988 (AE, p.16). No other structures of interest are present on the Project site. During the intensive pedestrian survey, it was found that the Project site consisted of minimal

unpaved exposed soils that were landscaped/hardscaped in the outer most parameters or throughout the parking area. It was also noted that there were no built environment features, such as buildings or structures, over 50 years of age (AE, p.20). There is no evidence of surface structures or features which meet the definition of a historic resource as described above. Thus, the proposed Project will not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5. Therefore, no impacts are anticipated.

b) **Less Than Significant Impact With Mitigation Incorporated.** Archaeological sites are locations that contain resources associated with former human activities, and may contain such resources as human skeletal remains, waste from tool manufacture, tool concentrations, and/or discoloration or accumulation of soil or food remains. As part of the assessment AE conducted a records search at the Eastern Information Center (EIC) of the California Historical Resources Information System (CHRIS) at the University of California, Riverside to determine whether any prehistoric or historical cultural resources had been previously recorded within an area encompassing a half mile- wide radius of the proposed Project which is referred to as the "Study Area". The records search concluded that there had been nine (9) cultural resource studies previously conducted within the Study Area, none involving the Project site. As a result, these studies found five (5) cultural resources documented within a half-mile wide radius of the Project site. However, none of these previously documented resources were found on the Project site. (AE, p.15).

A records search of the Sacred Lands File (SLF) of the Native American Heritage Commission (NAHC) was requested, which did not indicate the presence of any sacred sites or locations or religious or ceremonial importance within the Project site. In accordance with the recommendations of the NAHC, all Native American representatives listed in the NAHC response letter were contacted. Three (3) responses were received. The Agua Caliente Band of Cahuilla Indians indicated they wish to defer to other Indians since the Project area does not lie within their Traditional Use Area. The Mesa Grande Band of Diegueno Mission Indians also indicated that they wish to defer to local Tribes in the area. The Quechan Tribe of the Fort Yuma Reservation also wish to defer to local tribes due to lack of knowledge about resources in Riverside County. (AE,p.16).

As such, no significant archaeological resources were identified within the Project site and the Project site has been impacted and disturbed in the past, which resulted in a low sensitivity rankling for the potential for intact and significant buried cultural resources. Regardless, implementation of mitigation measures **MM CUL 1** through **MM CUL 4** by future implementing developments of the TCSP, ensure impacts related to any unknown archaeological resources that may be accidentally discovered during construction activities of future development within the TCSP are less than significant.

> **MM CUL 1: During construction, f**ull-time monitoring shall be provided by a qualified archaeological monitor and a tribal monitor representing the affiliated Tribe(s) throughout the entire project area. Ground disturbing activities include but are not limited to mass grading, trenching, brush clearance, geological excavation, conservation fence installation, and grubbing. Monitoring shall occur in an effort to identify and protect any previously unknown and potentially significant/ important cultural resource(s). Special attention will be focused on any intact soils that have not been previously disturbed. Any newly discovered cultural resource(s) shall be subject to evaluation. In the event of a potential cultural resource discovery, the archaeological and tribal monitors shall have the authority to temporarily divert

ground disturbing activities to inspect the find. Should the monitors determine that there is no longer any potential to impact cultural resources within the Project area, all monitoring shall cease. Appropriate participants shall be notified and the required forms and reports prepared shall be submitted to the City.

MM CUL 2: Prior to grading (at least 45 days prior to grading permits), the Project applicant/landowner shall enter into an agreement to retain a qualified archaeological monitor to all monitor ground disturbing activities. The qualified archaeologist shall meet the Secretary of the Interior's (SOI) Professional Qualifications Standards (48 Federal Register 44738-39). Upon completion, the finalized Agreement shall be submitted to the City of Canyon Lake's Planning Department to satisfy this requirement. The Project archaeologist shall also be notified at least 48 hours in advance of the pre-construction meeting so preparations can be made for a representative to attend. During the meeting, the archaeologist, in coordination with the tribal representative, will discuss the procedures outlined in the CRMP.

MM CUL 3: Prior to grading (at least 60 days prior to grading permits), the Applicant shall contact the Project archaeologist to develop a Cultural Resources Monitoring Plan (CRMP) to guide the procedures and protocols of a mitigation-monitoring program that shall be implemented within the project boundaries during all ground disturbing activities. The CRMP shall be prepared in consultation with and review from the affiliated Tribe(s). It shall outline the project schedule; if applicable, discuss any specific avoidance, preservation, or excavations required; address the methodology for grading activity observation by the monitors; and shall include a treatment plan, based on the project mitigation measures and conditions of approval, should any cultural resources be identified. The extent of the monitoring program shall be dependent upon the project duration and complexity of ground disturbing activities. The archaeologist in concurrence with the tribal monitor shall determine the required duration and extent of monitoring.

The final CRMP document shall be submitted to the City planner for review and edits. Once all edits are complete and prior to any planning permits, the final CRMP shall be submitted to the planning department, the Applicant, the construction manager, and the affiliated Tribe(s).

MM CUL 4: During construction, in the event that cultural resource(s) are unearthed, the archaeological monitor and tribal monitor shall have the authority to temporarily halt or redirect ground disturbing activities away from the vicinity of these unanticipated discoveries so that they may be evaluated. The landowner/project applicant or appropriate representative, the Project archaeologist, and a tribal representative shall assess the significance of such cultural resource(s) and, if the cultural resource(s) is determined to be culturally significant, they shall meet to confer regarding the appropriate treatment for the cultural resource(s). Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation. The archaeologist and the tribal representative shall make recommendations to the City of Canyon Lake on the measures that will be implemented to protect the newly discovered cultural resource(s), including but not limited to, avoidance in place, excavation, relocation, and further evaluation of the discoveries in accordance with California Environmental Quality Act (CEQA).

No further ground disturbance shall occur in the area of the discovery until the City of Canyon Lake approves the measures to protect the significant cultural resource(s). Any cultural resources recovered as a result, excluding items covered by the provisions of applicable Treatment Plans or Agreements, shall be repatriated to the affiliated Tribe(s).

If project applicant, the project archaeologist, and the affiliated Tribe(s) cannot agree on the significance or the mitigation for the newly discovered cultural resource(s), these issues shall be presented to the City Planning Department for decision. The City of Canyon Lake shall make the determination based on the provisions of CEQA with respect to cultural resources and shall take into account the religious beliefs, customs, and practices of the affiliated Tribe(s).

Although the Phase I Cultural Resources Survey determined that there were no known archaeological resources on the site, and since the site is already developed, the likelihood of finding resources is extremely low. However, given that future implementing development within the TCSP may require disturbance of previously undisturbed ground under the existing buildings, implementation of mitigation measure **MM CUL 1** through **MM CUL 4**, would ensure that any implementing project of the TCSP would result in less than significant impacts to archaeological resources. Thus, with implementation of mitigation measure **MM CUL 1** through **MM CUL 4**, the proposed Project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. Therefore, impacts are less than significant with mitigation incorporated.

c) **Less Than Significant Impact with Mitigation Incorporated.** No formal cemeteries are known to be located on the Project site. Further, the Project site has already been disturbed from development of previous Towne Center construction. Regardless, implementation of mitigation measure **MM CUL 5** by future implementing developments of the TCSP, ensure impacts related to any unknown human remains, including those outside of formal cemeteries, discovered during construction activities of future development within the TCSP are less than significant.

MM CUL 5: During construction, if human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Coroner determines the remains to be Native American, then he/she must contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC must then immediately identify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours of being notified, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

Thus, with implementation of mitigation measure **MM CUL 5**, the proposed Project will not disturb any human remains, including those outside of formal cemeteries. Therefore, impacts are less than significant with mitigation incorporated.

Therefore, no significant adverse impacts are identified or anticipated with implementation of mitigation measures MM CUL 1 through MM CUL 5 incorporated.

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	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VI.	**ENERGY**				
	Would the project:				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
References: CARB-B; CEC-A; CEC-B; WEBB-A; WEBB-B ***SUBSTANTIATION:***					

a) **Less Than Significant Impact**. The analysis in this section addresses each of the six potential energy impacts identified in Appendix F of the State CEQA Guidelines and utilizes the assumptions from the Air Quality/Greenhouse Gas Analysis (WEBB-A). Because the California Emissions Estimator Model (CalEEMod) used in this technical report does not display the amount and fuel type for construction-related sources, additional calculations were conducted and are summarized below. These calculations were prepared by Albert A. WEBB Associates (WEBB-B) are contained in Appendix A of this document.

Appendix F of the State CEQA Guidelines provides for assessing potential impacts that a project could have on energy supplies, focusing on the goal of conserving energy by ensuring that projects use energy wisely and efficiently. Pursuant to impact possibilities listed in State CEQA Guidelines Appendix F, an impact with regard to energy consumption and conservation will occur if implementation of the proposed Project will:

- Result in the wasteful, inefficient, or unnecessary consumption of energy. Impacts may include:
  1) The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal;
  2) The effects of the project on local and regional energy supplies and on requirements for additional capacity;
  3) The effects of the project on peak and base period demands for electricity and other forms of energy;
  4) The degree to which the project complies with existing energy standards;
  5) The effects of the project on energy resources;
  6) The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

The analysis below addresses each of the six potential energy impacts identified in Appendix F of the CEQA Guidelines.

c) 1)The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal.

Construction

Project construction would require the use of construction equipment for grading and building activities, as well as construction workers and vendors traveling to and from the Project site. Construction equipment requires diesel as the fuel source as identified in **Table I, Construction Energy Use**, below.

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files as part of the *Air Quality/Greenhouse Gas Analysis* included in Appendix A of this IS. The total horsepower was then multiplied by fuel usage estimates per horsepower-hour included in Table A9-3-E of the SCAQMD CEQA Air Quality Handbook. Fuel consumption from construction worker and vendor/delivery trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by the corresponding county-specific miles per gallon factor using California Air Resources Board's (CARB-B) EMFAC 2017 model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. Consistent with CalEEMod, construction worker trips were assumed to include 50 percent light duty gasoline auto and 50 percent light duty gasoline trucks. Construction vendor trucks were assumed to be medium-duty and heavy-duty diesel trucks and haul truck trips were assumed to be heavy-duty diesel trucks. Please refer to Appendix C of the IS for detailed calculations.

As shown below in **Table I, Construction Energy Use**, a total of approximately 180,887 gallons of diesel fuel and approximately 63,249 gallons of gasoline are estimated to be consumed during Project construction.

Table I, Construction Energy Use

Fuel	Fuel Consumption
Diesel	
On-Road Construction Trips[1]	62,729 Gallons
Off-Road Construction Equipment[2]	118,158 Gallons
Diesel Total	**180,887 Gallons**
Gasoline	
On-Road Construction Trips[1]	63,249 Gallons
Off-Road Construction Equipment[3]	-- Gallons
Gasoline Total	**63,249 Gallons**

Source: WEBB-B, Table 1 – Total Construction-Related Fuel Consumption

Notes

1. On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod for construction in 2022 and fleet-average fuel consumption in gallons per mile from EMFAC2017 web based data for Riverside County. See Table 2 – On Road Construction Trip Estimates, Appendix C of the IS for calculation details.
2. Off-road mobile source fuel usage based on a fuel usage rate of 0.05 gallons of diesel per horsepower (HP)-hour, based on SCAQMD CEQA Air Quality Handbook, Table A9-3E.
3. All emissions from off-road construction equipment were assumed to be diesel.

Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Construction equipment is also required to comply with regulations limiting idling to five minutes or less (13 CCR §

2449(d)(3)). Furthermore, there are no unusual Project site characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. For comparison, the State of California consumed 12.5 billion gallons of gasoline and 3.0 billion gallons of diesel fuel in 2020, which is the most recent published data.[1] Thus, the fuel usage during Project construction would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in the State of California. Furthermore, it is expected that construction-related fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Operation

The Project will promote building energy efficiency through compliance with energy efficiency standards (Title 24 and CALGreen). The Project also reduces vehicle fuel usage due to compliance with regulatory programs and Project design features that reduce VMT. AB 1493 ("the Pavley Standard") requires reduction in greenhouse gas (GHG) emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 and after. Executive Order S-01-07 went into effect in 2010 and requires a reduction in the carbon intensity of transportation fuels used in California by at least 10 percent by 2020. The Executive Order imposes fuel requirements on fuel that will be sold in California that will decrease GHG emissions by reducing the full fuel-cycle and the carbon intensity of the transportation fuel pool in California. The Advanced Clean Cars program, introduced in 2012, combines the control of smog, soot causing pollutants and greenhouse gas emissions into a single coordinated package of requirements for model years 2017 through 2025.

For operational activities, annual electricity and natural gas consumption were calculated using demand factors provided in the CalEEMod output as part of the greenhouse gas analysis in Greenhouse Gas Emissions Section VIII. The Project's electrical consumption was estimated to be approximately 2,750,013 kilowatt-hours (kWh) of electricity per year,[2] this is the sum of the building electricity (2,547,791 kWh/year) and electricity related to the Project's water consumption (202,222 kWh/year). Additionally, the Project's natural gas consumption was estimated to be approximately 3,125,340 kilo-British thermal units (kBTUs) or approximately 31,253 therms.[3]

In comparison to the Project, Southern California Edison (SCE) one of the nation's largest electric utilities, provides service to the City, including the Project site, as reported by the California Energy Commission (CEC), SCE consumed approximately 81 billion kWh in 2019 (CEC-A). The Southern California Gas Company (SCG) provides natural gas service to the City. As reported by the CEC, SCG consumed approximately 5.4 billion therms in 2019 (CEC-B). At full build-out, the Project site's electricity demand would be a negligible amount of the existing electricity and the natural gas demand would be a negligible percent of the existing natural gas use in SCG's service area.

Energy impacts associated with transportation during operation were also assessed using the traffic data contained in the greenhouse gas analysis included in Greenhouse Gas Emissions Section VIII. Based on the annual VMT, gasoline and diesel consumption rates were calculated using the Riverside County-specific miles per gallon in EMFAC2017. As shown below in **Table J, Annual Fuel Consumption**, a total of approximately 201,066

1. California Energy Commission Fuel Data, Facts and Statistics available at https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm
2. WEBB-B, Table 3 – Annual Energy Consumption from Operation.
3. WEBB-B, Table 3 – Annual Energy Consumption from Operation.

gallons of gasoline fuel and approximately 32,251 gallons of diesel fuel is estimated to be consumed each year. As stated above, the State of California consumed approximately 12.5 billion gallons of gasoline and 3.0 billion gallons of diesel fuel in 2020. Thus, the annual fuel usage during Project operation would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in California.

Table J, Annual Fuel Consumption

Fuel Type[1]	Fuel Consumption (gallons/year)
Gasoline	201,066
Diesel	32,251

Source: WEBB-B, Table 3 - Annual Energy Consumption from Operation

Notes

1. Mobile source fuel use based on annual vehicle miles traveled (VMT) from CalEEMod output (Appendix A) for operational year 2027 and fleet-average fuel consumption in gallons per mile from EMFAC2017 data in Riverside County.

Regulations previously identified related to energy conservation and fuel efficiency include, but are not limited to, Title 24 requirements for windows, roof systems, and electrical systems, and Pavley standards and Advanced Clean Cars Program. Collectively, compliance with regulatory programs and implementation of these mitigation measures and design features would ensure that the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy. Therefore, impacts to energy resources during construction or operation will be less than significant and no mitigation measures are required.

c. 2.The effects of the project on local and regional energy supplies and on requirements for additional capacity.

As addressed above, the Project's anticipated electricity consumption is minimal in comparison to SCE's supply. The Project will comply with applicable state, SCE, and CLGP goals and policies that require energy conservation within the Project site. As discussed above, SCE's total electricity consumption was approximately 81 billion kWh in 2019. The Project demand would be a negligible amount of SCE's existing electricity use. As such, there will be adequate capacity to serve the proposed Project.

As addressed above, the Project's natural gas consumption was estimated to be approximately 31,253 therms per year. The Project will comply with applicable California Public Utilities Commission (CPUC), state, SCG, and CLGP goals and policies that require energy conservation within the Project area. As discussed above, the Project demand would be a negligible percent of SCG's existing natural gas use. As the proposed Project's overall consumption of natural gas use is comparatively insignificant to existing SCG-wide use and as SCG continuously expands its network, as needed, to meet the need in Southern California, there will be adequate capacity to serve the proposed Project. The Project would therefore not have a significant effect on local and regional energy supplies.

3. The effects of the project on peak and base period demands for electricity and other forms of energy.

As described above, SCE produced approximately 81 billion kWh in 2019, and the Project is expected to have a negligible impact to SCE's total electricity usage. Therefore, it can be stated that the Project will not have a substantial effect on energy supplies.

The Project will meet Title 24 regulatory standards for windows, roof systems, and electrical systems. The Project will install efficient lighting and lighting control systems. The site and buildings will be designed to encourage cool roofs photovoltaics, or other energy saving materials and features. Paving in pedestrian walkways, courtyards and other pedestrian gathering places will include the use of paving with a high solar reflectivity index. The site and buildings will take advantage of daylight, such that use of daylight is an integral part of the lighting systems in buildings. Lighting will be required to be energy efficient. Trees and landscaping will be used to reduce energy use. With regards to peak hour demands, purveyors of energy resources, including SCE, have established long standing energy conservation programs to encourage consumers to adopt energy conservation habits and reduce energy consumption during peak demand periods. To this end, the Project will not substantially affect peak and base period demands for electricity or other forms of energy, such as natural gas.

4. The degree to which the project complies with existing energy standards.

The proposed Project would be required to comply with City, state and federal energy conservation measures related to construction and operations. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability through energy conservation measures, as well as reducing water consumption and VMT. As described above, the proposed Project will meet and/or exceed these regulatory requirements.

The California Energy Code building energy efficiency standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design. The proposed Project will comply with Title 24. This would be accomplished through, among other things, implementation of energy reduction measures, such as energy efficient lighting. The Project would comply fully with existing energy standards.

In addition, the Project will be consistent with applicable goals and polices within the CLGP. Through implementation of energy conservation measures and sustainable practices, the Project will not use large amounts of energy in a manner that is wasteful or otherwise inconsistent with adopted plans or policies.

5. The effects of the project on energy resources.

The effects of the Project on energy supplies and resources from a capacity standpoint are described above in the preceding analysis. In regard to the effects of the Project on energy resources, the Project is required to ensure that it does not result in the inefficient, unnecessary, or wasteful consumption of energy. Notable regulatory measures that are discussed above include compliance with California Title 24 and CalGreen Standards, Renewable Portfolio Standards (RPS), Pavley standards and the Advanced Clean Cars Program.

6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

As stated above, energy impacts associated with transportation during construction and operation of the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy through adherence to existing regulations and CLGP policies and implementation of design features and mitigation measures. The Project will encourage alternative transportation choices, in compliance with CalGreen requirements, by including standard, short-term, and long-term bicycle parking; golf cart, motorcycle, and scooter parking: and EV charging stations. Additionally, the TCSP encourages pedestrian travel by including sidewalks, pathways, and crossings between the buildings within the Project site. Railroad Canyon contains a bus shelter on the south side of Railroad Canyon Road, which fronts the Project site, with signage identifying the area is served by Riverside Transit Agency (RTA) Route 40. However, this route is no longer active and the current status of this route is unknown. Dial-a-ride service is available through the Sun City system which provides connection to the RTA.

Thus, because the Project has been assessed in accordance with Appendix F of the State CEQA Guidelines and the Project has not been found to result in the wasteful, inefficient, or unnecessary consumption of energy, the Project will not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during future implementing Project construction or operation. Therefore, impacts are less than significant.

b) **Less Than Significant Impact.** The proposed Project would be required to comply with City, state and federal energy conservation measures related to construction and operations, as noted above. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability through energy conservation measures, as well as reducing water consumption and VMT and increasing use of alternative fuels. The California Energy Code building energy efficiency standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design. In addition, the Project will be consistent with applicable goals and polices within the CLGP. As such, through compliance with CLGP the proposed Project will meet and/or exceed these regulatory requirements. Thus, the Project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency during future implementing project construction or operation. Therefore, impacts will be less than significant.

Therefore, no significant adverse impacts are identified or anticipated so no mitigation measures are required.

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	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VII.	**GEOLOGY AND SOILS**				
	Would the project				
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
	ii. Strong seismic ground shaking?	☐	☐	☒	☐
	iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv. Landslides?	☐	☐	☒	☐
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

References: AE; CCR; CLGP;COR GP; COR GP DEIR; DOC; GE

SUBSTANTIATION: *(Check ☐ if project is located in the Geologic Hazards Overlay District):*

a.i) **Less Than Significant Impact.** Alquist-Priolo earthquake fault zones are regulatory zones surrounding the surface traces of active faults in California. A trace is a line on the earth's surface defining a fault. Wherever an active fault exists, if it has the potential for surface rupture, a structure for human occupancy cannot be placed over the fault and must be a minimum distance from the fault (generally fifty feet). The Project is located within close proximity to four fault zones: Elsinore Fault Zone, San Jacinto Fault Zone, San Andreas Fault Zone, and Riverside Fault Zone (CLGP, p. SF-16). The Elsinore Fault line is closest in proximity to the City, located approximately 6.5 miles from the Project site to the

west of I-15 (CLGP, p. SF-15). The remaining three faults have a distance greater than 15 miles outside of the City. Seismic activity is a known condition in the Project area and the site is already developed and will remain developed as a result of the implementation of the TCSP. However, the Project site is not located on an active fault line. Further, future implementing development projects of the TCSP will be required to comply with the California Building Code (CBC). The CBC provides minimum standards to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction. The provisions of the CBC apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout the State of California. These standards also include design criteria for seismic loading and other geologic hazards. Future implementing development projects of the TCSP would be required to comply with CBC requirements. Hence, the proposed Project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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. Therefore, impacts are less than significant impacts related to ground rupture.

A.ii) **Less Than Significant Impact.** An earthquake produced from regional faults could result in strong ground shaking. However, future implementing development within the proposed Project will be required to comply with CBC standards as outlined in Geology and Soils Section VII Item (a.i) above and approved by the City Building and Safety Department. Thus, the proposed Project will not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Therefore, impacts are less than significant.

A.iii) **Less Than Significant Impact.** Liquefaction is a phenomenon in which loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions. Three factors controlling liquefaction are:

- Loose, granular sediment (typically “made” land and beach and stream deposits that are young enough (late Holocene) to be loose);
- Saturation of the sediment by shallow groundwater (water fills the spaces between sand and silt grains); and
- Strong shaking.

Liquefaction causes three types of ground failure: lateral spreads, flow failures, and loss of bearing strength. However, the Project site does not lie within an area susceptible to liquefaction (CLGP, p. SF-21). Thus, the proposed Project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Therefore, impacts are less than significant**.**

A.iv) **Less Than Significant Impact.** Generally, a landslide is defined as the downward and outward movement of loosened rock or earth down a hillside or slope. Landslides can occur either very suddenly or slowly, and frequently accompany other natural hazards such as earthquakes, floods, or wildfires. Landslides can also be induced by the undercutting of slopes during construction, improper artificial compaction, or saturation

from sprinkler systems or broken water pipes. Hills located within the City of Canyon Lake are composed of granite bedrock materials which only tend have a small amount of slope failure. (CLGP, p.24). Moreover, the Project site is a developed shopping center. Re-development of the site will occur within areas where structures already exist. Thus, the proposed Project will not result in the risk of loss, injury, or death due to landslides. Therefore, impacts are less than significant.

b) **Less Than Significant Impact.** The existing Project site is developed with buildings, parking lot, and landscape. Activities associated during construction of the future implementing developments within the proposed Project may result in soil erosion or loss of topsoil. However, all future implementing development projects of the TCSP will be subject to requirements of Storm Water Pollution Plans (SWPPP) as further discussed in Hydrolgoy Section X, Item (a), below, during construction. Further, the Project site drains to fully stabilized drainage systems which minimizes downstream, offsite erosion and the SP Design Guidelines ensure appropriate landscape be installed to further prevent soil erosion. Thus, the Project will not result in substantial soil erosion or the loss of topsoil. Therefore, impacts are less than significant.

c) **Less Than Significant Impact.** As discussed in Energy Section VI, Item (a.iii) and Item (a.iv), the potential for liquefaction and landslides for the Project site is low. Lateral spreading is a term referring to landslides that commonly form on gentle slopes and that have rapid fluid-like flow horizontal movement. Most lateral spreading is caused by earthquakes but may also be caused by landslides. Since the potential for landslides are low, the site is not considered susceptible to lateral spreading.

Subsidence is the downward movement of the ground caused by the underlying soil conditions. Certain soils, such as clay soils are particularly vulnerable since they shrink and swell depending on their moisture content. Subsidence is an issue if buildings or structures sink which causes damage to the building or structure. Subsidence is usually remedied by excavating soil to the depth of the underlying bedrock and then recompacting the soil so that it is able to support buildings and structures. Soils underlying the property are Cajalco rocky fine sandy loam and Las Posas loam both of which are well drained and non-expansive soils. Subsidence usually becomes apparent once groundwater levels decrease several hundred feet. This causes dehydration in clay soils and result in subsequent compaction (CLGP, p.26). However, there are no mapped clay soils on the site. Hence, the risk of subsidence potential is low and the site is not considered to be susceptible to subsidence.

Collapse occurs in saturated soils in which the space between individual particles is completely filled with water. This water exerts a pressure on the soil particles that influences how tightly the particles themselves are pressed together. The soils lose their strength beneath buildings and other structures. The potential for collapse can be attenuated upon adherence to standards and requirements contained in the CBC. Hence, the potential for collapse is low.

Thus, the Project site is not located on a geologic unit or soil that is considered unstable, would become unstable as a result of the Project, or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts are less than significant.

d) **Less Than Significant Impact.** According to Applied Earthworks, the site consists of Cajalco and Las Posas soils, both of which are well drained and non-expansive soils. (AE, pp.6-7). Thus, the proposed Project is not located on expansive soil and will not create substantial direct or indirect risks to life or property. Therefore, impacts are less than significant.

e) **No Impact.** The subject property will utilize a public sewer system. As such, the use of septic tanks or alternative wastewater disposal systems are unnecessary. Therefore, no impacts are anticipated.

f) **Less than Significant Impact with Mitigation Incorporated.** Canyon Lake is located in the Transverse Ranges geomorphic province that has an east to west orientation. According to the Canyon Lake General Plan the underlying geology consists of Mesozoic-Paleozoic metamorphic and granitic rock with alluvium materials due to erosion (CLGP, p. SF-22). The Project site has been labeled as undetermined sensitivity (COR DEIR, pp.4.9 11-17). Although the Project site has already been developed, demolition and reconstruction of the existing site is not expected to uncover any unknown paleontological resources. However, since the TCSP does allow for subsurface parking, the potential for undisturbed alluvium to be disrupted resulting in potential impacts to paleontological resources is possible. Hence, implementation of mitigation measure **MM GEO 1,** for future implementing development projects within the TCSP, would require preparation of a site-specific study prior to any ground disturbing activities to ensure any potential paleontological resources are not impacted.

> **MM GEO 1:** Prior to ground disturbing activities, applicants shall be required retain a qualified Paleontologist to prepare a site-specific paleontological assessment and provide to City for approval.

Thus, with implementation of mitigation measure **MM GEO 1**, the proposed Project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, impacts are less than significant with mitigation incorporated.

Impacts related to paleontology are less than significant with implementation of mitigation measure MM GEO 1.

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Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VIII. GREENHOUSE GAS EMISSIONS				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
References: CARB-C; WEBB-A ***SUBSTANTIATION:***				

a) **Less Than Significant Impact.** The City does not have an adopted threshold of significance for GHG emissions. For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence. SCAQMD has been working on GHG thresholds for development projects. The most recent draft proposal was in September 2010 and included significance thresholds for residential, commercial, and mixed-use projects at 3,500, 1,400, and 3,000 metric tonnes per year of carbon dioxide equivalents ($MTCO_2E$/yr), respectively. Alternatively, a lead agency has the option to use 3,000 $MTCO_2E$/yr as a threshold for all non-industrial projects. Although both options are recommended by SCAQMD, a lead agency is advised to use only one option and to use it consistently. The *Air Quality /Greenhouse Gas Analysis* prepared by Albert A. Webb Associates, dated September 2021 (WEBB-A) (included as Appendix A), estimated greenhouse gas (GHG) emissions from construction (inclusive of all road and off-site improvements), area sources, energy, mobile sources, solid waste, and water-related energy usage. Evaluation of the data presented in **Table K, Total Project-Related Equipment GHG Emissions**, below indicates that the total GHG emissions generated from the Project is approximately 2,967.12 $MTCO_2e$/yr which includes construction-related emissions amortized over a typical project life of 30 years.

Table K, Total Project-Related Equipment GHG Emissions

Source	Metric Tons per year (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Amortized Construction	--	--	--	75.24
Area	3.17	0.00	0.00	3.25
Energy	618.62	0.04	0.00	621.94
Mobile	2,113.14	0.12	0.11	2,148.75
Solid Waste	27.47	1.62	0.00	68.06
Water	39.09	0.33	0.01	49.88
Total	**2,801.49**	**2.11**	**0.12**	**2,967.12**

Source: WEBB-A, Table 8
Notes
1. Emissions reported as zero are rounded and not necessarily equal to zero.

The total GHG emissions from the Project do not exceed the SCAQMD interim threshold of level of 3,000 $MTCO_2E$/yr for non-industrial projects. Thus, the proposed Project will not generate GHG emissions, directly or indirectly, that have a significant effect on the environment and impacts. Therefore, impacts are less than significant.

b) **Less Than Significant Impact.** CEQA allows lead agencies to consider whether regulatory programs are adequate to reduce a project's potentially significant environmental effects. Under Senate Bill 32 (SB 32), the State's emission inventory must be reduced 40 percent below 1990 levels by 2030. Most of the reductions required to reach SB 32's 2030 reduction target will be achieved by regulations that apply to both existing and new development, including the Renewable Portfolio Standard (RPS), Pavley standards, Low Carbon Fuel Standards (LCFS), landfill regulations, regulations and programs on high global warming potential (GWP) gases, initiatives on water conservation (such as SB X7-7), and the indirect influence of the Cap and Trade system on electricity and transportation fuel prices. The CARB 2017 Scoping Plan includes a regulatory strategy that will result in the State achieving the SB 32 target by 2030. (CARB-C).

The Project would not conflict with local strategies and state/regional strategies. As described in Greenhouse Gas Emissions Section VIII, Section (a), above, the proposed Project will not generate a significant amount of GHG emissions. Thus, the proposed Project does not conflict with and would not obstruct implementation of any regulation adopted for the purpose of reducing the GHG emissions. Therefore, impacts are less than significant.

Therefore, no significant adverse impacts are identified or anticipated so no mitigation measures are required.

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	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
IX.	**HAZARDS AND HAZARDOUS MATERIALS** Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

References: CALFIRE; CCR; CLGP; DTSC; LEUSD; SWRCB-A

SUBSTANTIATION:

a) **Less Than Significant Impact.** The proposed Project is a plan for re-development of an existing shopping center. Future implementing development projects of the TCSP may require the transport, use, storage, and disposal of hazardous materials and wastes. However, all hazardous materials will be required to be utilized, transported, stored, and disposed of in accordance with all applicable federal, state, regional, and local law.

A number of federal and state agencies prescribe strict regulations for the safe transportation of hazardous materials. Hazardous material transport, storage and response to upsets or accidents are primarily subject to federal regulation by the United States Department of Transportation (DOT) Office of Hazardous Materials Safety in accordance with Title 49 of the Code of Federal Regulations. California regulations applicable to Hazardous material transport, storage and response to upsets or accidents are codified in Title 13 (Motor Vehicles), Title 8 (Cal/OSHA), Title 22 (Management of

Hazardous Waste), Title 26 (Toxics) of the California Code of Regulations (CCR), and the Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory), which describes strict regulations for the safe transportation and storage of hazardous materials.

Since the tenants of the proposed building area are unknown at this time, there is a potential that hazardous materials and products to be stored and transported from the Project site. The City of Canyon Lake requires businesses that handle more than a specified amount of hazardous materials on-site for operational purposes to submit a Hazards Material Business Plan to the local Certified Unified Program Agency (CUPA). For Canyon Lake this role has been appointed to Riverside County Environmental Health Department (RCEHD). In addition to submitting a business plan they are also requested to prepare Risk Management Plans, detailing engineering analyses that analyze potential accident factors and provide mitigation measures. (CLGP, p. SF-45).

b) **Less Than Significant Impact.** As future implementing developments of the proposed Project will be required to comply with all applicable federal, state, regional, and local laws related to the transportation, use, storage, and disposal of hazardous materials, the proposed Project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, impacts are less than significant.

c) **Less Than Significant Impact.** As discussed above in Hazards and Hazardous Material Section IX, Item (a), above, impacts related to the exposure of the public hazardous materials being stored, transported, used, or disposed of on the Project site are less than significant. However, the public may also be exposed to hazardous materials during ground disturbing activities if new development or redevelopment at the Project site were to be located on a current or historical hazardous material site or adjacent to a listed hazardous material site. The State of California Hazardous Waste and Substances Site List (also known as the Cortese List) provides information about the location of hazardous materials sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency to annually update the Cortese List.

The Department of Toxic Substances Control (DTSC) is responsible for preparing a portion of the information that comprises the Cortese List. The EnviroStor database provides the DTSC's component of Cortese List data by identifying state response sites, federal Superfund sites, school cleanup sites, and voluntary cleanup sites. The EnviroStor database identifies sites that have known contamination or sites for which further investigation is warranted. It also identifies facilities that are authorized to treat, store, dispose, or transfer hazardous waste. According to the EnviroStor database there are no hazardous material sites known (DTSC).

The State Water Resources Control Board (SWRCB) records soil and/or groundwater contamination caused by leaking underground storage tanks (LUSTs) in its Geotracker database, which is part of the Cortese List. LUSTs are a significant source of petroleum impacts to groundwater and can also result in exposure from impacts to soil and/or groundwater, contamination of drinking water aquifers, contamination of public or private drinking water wells, and the Inhalation of vapors. The Geotracker database identified no LUST on or near the Project site (SWRCB-A).

Thus, future implementing development projects would have a low potential to release hazardous materials into the environment so the proposed Project will not 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. Therefore, impacts are less than significant.

d) **Less Than Significant.** There is one existing school located within the Project site; Hope Learning Academy, a private school serving grades 7 through 12. The Canyon Lake Community Church is also a private school in the community that provides schooling for pre-Kindergarten and Kindergarten age students. However, it is located just over 0.5 miles east of the Project site. There are no public schools located within the City of Canyon Lake. However, as discussed in Hazards and Hazardous Materials Section IX, Item (a) and Item (b) above, future implementing development projects of the TCSP and entities conducting future business within the Towne Center will be required to comply with all federal, state, regional, and local regulations related to hazardous materials. Thus, the Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, impacts are less than significant.

e) **No Impact.** As discussed in Hazards and Hazardous Materials Section IX, Item (b) above, the Project site is not listed on the Cortese list, compiled in accordance with Government Code No. 65962. There is no hazardous materials reported within the City of Canyon Lake according to the Department of Toxic Substances Control (DTSC). As a result, the proposed Project will not create a significant hazard to the public or the environment. Therefore, no impacts are anticipated.

f) **No Impact.** The Project site is not 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. The closest airport is Perris Valley Airport located approximately 6.5 miles to the northeast. For this reason, the Project will not result in a safety hazard or excessive noise for those residing or working in the area. Thus, no impacts are anticipated.

g) **Less Than Significant Impact.** The City of Canyon Lake does not have an adopted emergency response plan but does have a very active Emergency Preparedness Committee (CLEPC) that helps coordinate the state, county, and local regulations that will help keep the city functioning during a state of emergency. There are plans for emergency shelters, food and provisions, cots and blankets, and medical supplies. The Canyon Lake Community Church serves as the main shelter by way of their gymnasium where restroom and kitchen facilities are available. There is a field treatment center already set up in Canyon Lake at the East Port where injured parties will be put for triage and help. All the supplies are gathered and stored nearby for this center. Further, a majority of the City is impacted by two separate dam inundation areas. According to Exhibit SF-5 Dam Inundation Map in the General Plan the proposed Project does not lie within the dam inundation area (CLGP p. SF-35). In the event of dam failure from either of these dams, the City has evacuation routes and disaster preparedness measures in place that will help the City deal with flooding and inundation hazards (CLGP, p. SF-34). This includes two evacuation routes: 1) Greenwald Avenue which is an existing paved two-lane roadway connecting to State-Route 74 (SR74), and 2) Railroad Canyon Road which is a major transportation connection throughout the City and to I-15 (CLGP, p. SF-59). The existing two access points from the Towne Center serve as the emergency access ways and will continue to do so with the implementation of the TCSP (see **Figure 7, Proposed**

Vehicular Circulation Plan, above). Implementation of the proposed Project will not interfere with the City's emergency response or evacuation plans since the Project does not obstruct evacuation routes or fire roads for the City's emergency response agencies. Thus, the proposed Project will not physically interfere with an adopted emergency response or evacuation plan. Therefore, impacts are less than significant.

h) **Less Than Significant Impact.** The California Department of Forestry and Fire Protection (Cal Fire) identifies the Project site as a Local Responsibility Area (LRA). Within an LRA, fire protection can be provided by a city fire department, fire protection district, county, or by Cal Fire under contract to the local government. In addition to establishing local or state responsibility for wildfire protection within a specific area, Cal Fire designates areas as very high fire hazard severity zones (VHFHSZ) or non-VHFHSZ. Cal Fire assigns these designations based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing density, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses. In November 2007, Cal Fire adopted Fire Hazard Severity Zone (FHSZ) maps for State Responsibility Areas. The Project site is not located in a FHSZ. However, the area south of the adjacent golf course is located in a VHFHSZ. (CALFIRE).

Regardless, areas south of the adjacent golf course within VHFHSZ, are not precluded from being developed. Both areas are surrounded by residential developments. Development in the VHFHSZ areas is required to comply with CBC and California Fire Code Regulations (Part 9 of Title 24 of the California Code of Regulations). Chapter 49 of the Fire Code provides specific requirements for wildfire-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Moreover, the City has a number of policies to related to fire protection management for areas in the VHFHSZ and the non-VHFHSZ. Future implementing development projects of the TCSP would be required to comply with these plans and policies in conjunction with compliance with the Fire Code and CBC which would minimize risk of loss due to wildfires. Further, structure protection includes providing open space buffers and the Towne Center is surrounded on the east, west, and south by a golf course. Thus, the proposed Project will not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Therefore, impacts are less than significant.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

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	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
X.	**HYDROLOGY AND WATER QUALITY**				
	Would the project:				
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	i. result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
	ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	☐	☐	☒	☐
	iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or	☐	☐	☒	☐
	iv. impede or redirect flood flows?	☐	☐	☒	☐
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

References: CGBSC; CLGP; EVMWD 2020; FEMA;GE; MC; SWRCB-B; SARWQCB; SARWQCB-A

SUBSTANTIATION:

a) **Less Than Significant Impact.** The Project site is located within the Santa Ana River Watershed and all Project runoff is immediately tributary to Canyon Lake. The Santa Ana Regional Water Quality Control Board (SARWQCB) regulates water quality of groundwater and surface water bodies, including Canyon Lake. In 1998, Canyon Lake was added to the SARWQCB list of “impaired” waters based on periodic algal blooms and fish kills. In 2004, a mechanism was adopted by the SARWQCB to regulate the amount of nutrients released into the area tributary to Canyon Lake (i.e., Total Maximum Daily Load or TMDL). Because Canyon Lake is an “impaired” waterbody, all properties that drain to it must provide stormwater treatment that targets the pollutants for which the lake is listed during construction

and long-term operation. The SARWQCB enforces the regulations that target pollutants discharged from construction activities as well as long-term operational activities, including National Pollutant Discharge Elimination System (NPDES) permits. The Project site is not located within a groundwater management zone (GMZ) designated by the SARWQCB Basin Plan (SARWQCB-A) and the Project is not located within a groundwater basin identified by the California Department of Water Resources (DWR) Bulletin 118. However, Canyon Lake is tributary to the Elsinore GMZ and the Elsinore Valley Groundwater Basin.

Construction Phase

Construction activities and post-construction operations related to future implementing projects within the TCSP, may have the potential to discharge pollutants to downstream waterbodies during storm events and incidental (non-rainfall) runoff, which could violate water quality standards/waste discharge requirements. Each future implementing development proposal within the TCSP will be required to obtain coverage from the statewide Construction General Permit (CGP) to minimize the release of pollutants during construction Order No. 2009-0009-DWQ (SWRCB-B). This requirement is consistent with Chapter 15.01 of the City Municipal Code. NPDES Permit compliance is expected to include a Storm Water Pollution Prevention Plan (SWPPP) developed by a Qualified SWPPP Developer (QSD) and implemented onsite by a Qualified SWPPP Practitioner. Because the Project site drains to an impaired water, the CGP requires additional monitoring and sampling by for any development projects. In the event that a future implementing development project within the TCSP does not meet the size requirement of the CGP (i.e., equal to or greater than one acre unless part of a larger plan of development), the City may require erosion control measures or Best Management Practices (BMPs) in accordance with Municipal Code Section 15.01. Likewise, pursuant to California Green Building Standards Code Section 5.106.1, newly constructed projects which disturb less than one acre of land are required to prevent the pollution of stormwater runoff during the construction related activities.

Post-Construction Phase

The 2010 NPDES permit for municipal separate storm sewer systems (MS4s) located within the Santa Ana River Watershed part of Riverside County, including the City's MS4, requires preparation of a Water Quality Management Plan (WQMP) for most new and significant redevelopment projects under Order No. R8-2010-0033. The WQMP outlines what method(s) are to be employed to effectively treat in perpetuity the required amount of post-construction stormwater and incidental runoff for the expected pollutants. Methods include infiltration systems, bioretention or biotreatment basins, sand filters and harvest/reuse cisterns. The Project will be required to comply with the MS4 requirements to minimize the release of pollutants into downstream surface and ground waters from redevelopment projects.

With implementation of existing regulations to minimize the risk of violating water quality standards/waste discharge requirements, including NPDES permits for future implementing development projects within the TCSP, the Project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, impacts are less than significant.

b) **Less Than Significant Impact.** The Project site is not located within a groundwater management zone (GMZ) designated by the SARWQCB Basin Plan and the Project is not located within a groundwater basin identified by the California Department of Water

Resources (DWR) Bulletin 118. However, Canyon Lake is tributary to the Elsinore GMZ and the Elsinore Valley Groundwater Basin area and may contribute to recharge of that basin.

No wells are recorded within the project boundary and the Project does not include the construction of any new wells. The Project site is not presently a location of probable groundwater recharge potential because of the high proportion of impervious surfaces. The Project is expected to create a commensurate percentage of impervious surface when completed. Hence, the Project is unlikely to be a significant source of recharge potential in the future.

The Project receives potable water service from Elsinore Valley Municipal Water District (EVMWD). The water supply source for Canyon Lake residents is EVMWD's Canyon Lake Water Treatment Plant (CLWTP) that treats surface water from the lake. As of March 2020, however, the CLWTP is offline for water quality issues and until it is brought back online the City of Canyon Lake will receive potable water supplies from EVMWD's other sources, including groundwater and imported water. EVMWD pumps water from the Elsinore Valley Basin located to the west of Canyon Lake and the Bedford-Coldwater Basin located northwest of Lake Elsinore.

EVMWD has been actively managing these groundwater basins and currently serves as the Groundwater Sustainability Agency (GSA) for the Elsinore Valley basin, referred to as "EVGSA," and as a partner in the Bedford-Coldwater Groundwater Sustainability Authority (BCGSA), which serves as the GSA for the Bedford-Coldwater basin. Both GSAs are in the process of developing groundwater sustainability plans (GSPs), which call for the basins to be sustainably managed.

Because the Project allows for future redevelopment of an existing developed site, which is not identified for groundwater recharge or a site likely to be needed for future recharge or other groundwater management activities to sustainably manage surrounding basins, the proposed Project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Therefore, impacts are less than significant.

c.i) **Less Than Significant Impact.** The Project site contains no streams, rivers, or drainage features and currently runoff from the commercial center parking lot drains to the existing stormwater underground infrastructure and ultimately to Canyon Lake. The Project will allow for future redevelopment of the site with similar land uses producing a similar percentage of impervious surfaces and is therefore not expected to significantly change the existing drainage pattern of the area. The Project will be conditioned to comply with existing regulations to minimize the release of pollutants during construction and post-construction (i.e., NPDES permits) as discussed in Hydrology and Water Quality Section X, Item (a), above. Further, there are no site conditions such as steep slopes that would warrant preparations for a high likelihood of erosion or siltation. Future implementing developments within the TCSP will result in similar, if not, less impervious areas (from enhanced landscaped areas defined by TCSP) and would not cause an increase in flows from the site causing flooding downstream. Hence, the proposed Project is not expected to significantly change the amount of runoff from the Project site. Any future implementing development project within the TCSP would be required to prepare a WQMP as outlined above, which would require the development to capture and clean stormwater runoff from the site. Implementation of future WQMP(s) will determine what would be needed to mitigate a potential flooding condition. Therefore, through existing regulations for post-

construction water quality and mitigating increased flow rates, the rate and amount of surface runoff is not expected to result in flooding on or offsite and impacts are less than significant. Through implementation of existing regulations, the proposed Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which altered drainage patterns resulting in substantial erosion/siltation. Therefore, impacts are less than significant.

c.ii) **Less Than Significant Impact.** The Project site contains no streams, rivers, or drainage features and currently runoff from the commercial center parking lot drains to the existing stormwater underground infrastructure and ultimately to Canyon Lake. Development with the TCSP will result in similar, if not, less impervious areas (from enhanced landscaped areas as defined by the TCSP) and would not cause an increase in flows from the site causing flooding downstream. The Project will consist of allowing for redevelopment of the site with similar land uses and is expected to have a similar percentage of impervious surfaces. Hence, the proposed Project is not expected to significantly change the amount of runoff from the Project site. Any future implementing project within the TCSP would be required to prepare a WQMP as outlined above, which would require the development to capture and clean stormwater runoff from the site. Implementation of future WQMP(s) will determine what would be needed to mitigate a potential flooding condition. Therefore, through existing regulations for post-construction water quality and mitigating increased flow rates, the rate and amount of surface runoff is not expected to result in flooding on or offsite. Therefore, impacts are less than significant with mitigation.

c.iii) **Less Than Significant Impact** The site is currently served by an existing stormwater system which will be in place and available for future implementing developments within the TCSP. No changes or upgrades would be expected to the stormwater system as a result of the TCSP as the footprint of future implementing development and impervious areas would occur within areas that have already been paved and are impervious; served by the existing stormwater conveyance facilities. Compliance with existing regulations through the NPDES program mentioned above, by requiring a WQMP to ensure runoff from future development implemented under the TCSP, does not create a situation of increased discharges that would cause flooding or stress to the existing stormwater system. Further, a SWPPP which is required during construction for construction over one acre in size, would also prevent significant impacts related to stormwater conveyance with respect to future implementing development projects. Thus, due to compliance with existing NPDES regulations, the Project will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff. Therefore, impacts are less than significant.

c.iv) **Less Than Significant Impact.** The proposed Project is not located within a FEMA-designated flood hazard area. According to FEMA FIRM Panel No. 06065C2042G, the Project is within “Zone X” which is defined as “Area of Minimal Flood Hazard” and outside of a 0.2 percent (500-year) annual chance floodplain. This designation is not a special flood hazard zone and would not require flood insurance. Because the Project is not located within a flood hazard zone and outside of the 0.2 percent 500-year flood plain, future implementing development projects will not impede or redirect flood flows. Therefore, impacts are less than significant.

d) **Less Than Significant Impact.** The proposed Project is not located within a FEMA-designated flood hazard area. According to FEMA FIRM Panel No. 06065C2042G, the

project is within “Zone X” which is defined as “Area of Minimal Flood Hazard” and outside of a 0.2 percent 500-year annual chance floodplain. This designation is not a special flood hazard zone and would not require flood insurance. Further, the Project is not located within a designated tsunami zone because the site is located roughly 60 miles from the Pacific Ocean. Hence, impacts from tsunami are unlikely. According to the City’s General Plan Safety Element, “seiches due to seismic shaking could occur in Canyon Lake as the lake acts a reservoir and is always filled with water.…The possibility of seiching must be addressed when considering land use and storage tank locations. Properties adjacent to the existing water area of the lake are subject to seiching” (CLGP, p. SF-19). The Project site is located just under one-half mile from the nearest edge of the Lake and allows for future redevelopment of an existing developed site. Between the Project and the lake are several streets of homes separated by a golf fairway. Further, the lake, given its construction and proper maintenance and management, failure of the dam would be unlikely. Should the dam breach, the areas affected by the resulting flood saturation are not located in the City of Canyon Lake, with the exception of a small area along Railroad Canyon Road, southwest of the City and the Project site (CLGP, p. SF-35). Conversely, a majority of the City is impacted by two separate dam inundation areas; the Perris Dam and the Diamond Valley Dam. The Diamond Valley dam inundation area affects the northern portions of the City, where as the Perris Dam inundation areas are generally restricted to properties located along the lake shoreline. However, the Project site is not located within a dam inundation area (CLGP, p. SF-35). Regardless, in the event of failure from either of these dams, the City has evacuation routes and disaster preparedness measures in place that will help the City deal with flooding and inundation hazards. Because the site is not immediately adjacent to the lake, Project inundation as a result of a seiche is unlikely to release pollutants any more than the inundation of the existing structures and surrounding buildings. Thus, the Project will not result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation. Therefore, impacts are less than significant.

e) **Less Than Significant Impact.** As noted in the responses above, each future implementing development project within the TCSP will be required to comply with NPDES permits to address water quality, including projects upstream of an impaired water body, which will provide compliance with the existing SARWQCB water quality control plan (Basin Plan). The Project site is located outside of an existing groundwater management plan or future GSP. Thus, through implementation of existing regulations to address water quality and because the Project site is outside of an existing or future groundwater plan, the Project will not conflict or obstruct the Basin Plan or groundwater management plan. Therefore, impacts are less than significant.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

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	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XI.	**LAND USE AND PLANNING**				
	Would the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
References: CLGP; Project Description ***SUBSTANTIATION:***					

a) **No Impact.** Division of an established community commonly occurs as a result of development and construction of physical features that constitute a barrier to easy and frequent travel between two or more constituent parts of a community. For example, a large freeway structure with few crossings could effectively split a community. Likewise, geographic features could similarly affect a community, such as the development of a large residential project on the opposite side of a river from the existing community. The Project proposes a zone change and specific plan intended to guide future redevelopment of an existing shopping center. Thus, because the site is already developed, implementation of the Project will not physically divide an established community because the project parcels are within an existing developed area. Therefore, no impacts are anticipated

b) **No Impact.** The Project site has an existing General Plan land use designation of Mixed-Use (MXU) and a zoning designation of General Commercial (C-1). The Project proposes a zone change to change zoning from C-1 to MXU to allow for residential uses and provide consistency with the existing land use designation of MXU. The proposed specific plan will guide future implementing development by providing development standards and guidelines for future implementing development projects within the TCSP. Residential use is already allowed and envisioned within the CL GP land use designation for the Towne Center. Hence, the proposed Project's land use and zoning will be consistent. Thus, the Project would have no impact on any land use plan, policy, or regulation of the Canyon Lake General Plan. Therefore, no impacts are anticipated.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

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	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XII.	**MINERAL RESOURCES**				
	Would the project:				
a)	Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

References: CLGP; COR GP DEIR; Project Description
SUBSTANTIATION: *(Check ☐ if project is located within the Mineral Resource Zone Overlay):*

a) **No Impact.** The California Geological Survey Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources, as mandated by the Surface Mining and Reclamation Act (SMARA) of 1975. The classification of these mineral resources is a joint effort of the state and the local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of the four Mineral Resource Zones (MRZs), The Project site is located in MRZ-3 which is defined as significance of mineral deposits undetermined; mineral deposits may have the potential to exist. However, further exploration would be needed to categorize or ascertain full potential of area (COR GP DEIR, pp.4.14-3, 4.14.-7). The Project site is a developed shopping center. Further, it is unlikely that a mining operation could feasibly function at the Project site should significant resources be discovered in the future, due to the existing development surrounding the Project site. Thus, for these reasons, the Project will not 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. Therefore, have no impacts are anticipated.

b) **No Impact.** No areas are designated as mining sites within the City. Further, mining would generally be incompatible with the existing and future land uses of the City. Thus, for these reasons, the Project will not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, no impacts are anticipated.

Therefore, no significant adverse impacts are identified or anticipated so no mitigation measures are required.

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	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIII.	**NOISE** Would the project result in				
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

References: ENTECH

SUBSTANTIATION: *(Check if the project is located in the Noise Hazard Overlay District ☐ or is subject to severe noise levels according to the General Plan Noise Element ☐):*

a) **Less Than Significant Impact With Mitigation Incorporated.** The analysis below is based on the *Noise and Vibration Study* prepared by Entech Consulting Group dated October 11, 2021 (ENTECH) and included as Appendix D to this document. Exterior noise levels within the City are regulated by the City's Municipal Code (Chapter 11.15) which identifies measurement methods, sound amplification, and unusual noises or sounds.

The existing noise environment was characterized by collecting field noise measurements at sensitive residential properties within the Project area. Two long-term monitoring locations (LT1 and LT2) and five sensitive receptors locations (R1, R2, R3, R4, and R5) were chosen based on proximity to nearby residential properties and local roadways and are reflected on **Figure 4, Existing Sensitive Receptors**, above. LT1 represents the noise levels adjacent to western Project boundary. LT2 represents the noise levels adjacent to the eastern portion of the Project boundary. The noise level measurements were collected over a 24-hour period and represent exterior noise levels. Measurements were taken hourly during typical weekday conditions over 24 hours. Results of this monitoring are reflected below in **Table L, Existing (Ambient) Long-Term (24-hour) Noise Level Measurements** (ENTECH, p. 23).

Table L, Existing (Ambient) Long-Term (24-hour) Noise Level Measurements[1]

Noise Monitoring Location ID[3,4]	Hourly Noise Levels (1hr- Leq)[2]						24-Hour Noise Levels (CNEL)
	Daytime			Nighttime			
	Min	Max	Average	Min	Max	Average	
LT1	44.4	57.4	47.2	37.8	48.7	38.2	51.7
LT2[6]	47.7	50.6	49.0	42.9	51.19	45.8	55.7

Source: ENTECH, Table 5-1

Notes

1. Noise measurements were taken on September 15, 2021 and September 16, 2021. See Appendix D of ENTECH study for monitoring data.
2. Daytime hours -7:01 am to 10:00pm; Night time hours -10:01pm to 7:00am.
3. Refer to Figure 5 located in Appendix D of ENTECH study for location of the monitoring sites.
4. Taken with Larson Davis Type 1 noise meter.
5. Monitor located adjacent to the Canyon Lake Golf Course to the west portion of the Project site boundary.
6. Monitor located adjacent to the east portion of the Project site boundary south of Railroad Canyon Road..

Table L above, identifies an overall existing exterior noise level of 51.7 dBA CNEL at LT-1 with average day time noise level of 47.2 dBA L_{eq} and average nighttime noise level of 38.2 dBA $L_{eq.}$ An overall existing exterior noise level of 55.7 dBA CNEL with average day time noise level of 49.0 dBA L_{eq} and average nighttime noise level of 45.8 dBA $L_{eq.}$is reflected at LT-2 (ENTECH, p.23).

Construction Noise

The most significant source of short-term noise is related to noise generated during construction activities at the Project site which may potentially result in increased noise levels to the closest nearby residences located across Railroad Canyon Road to the north and existing residents located immediately west, adjacent to the Project sites western boundary.

A worst-case noise scenario was analyzed to estimate the loudest activities that may occur at the Project site during construction of future implementing projects within the TCSP. Movement of heavy construction equipment during site preparation, grading operation, and the erection of buildings for future implementing projects was deemed to be the loudest anticipated construction activities. Canyon Lake's Municipal Code Chapter 11.15 establishes the standard maximum exterior noise level deemed acceptable for residential land uses (sensitive receptors) as not to exceed 80 dBA L_{max}. **Table M, Construction Noise Levels dBA L_{max} by Construction Phase** demonstrates the anticipated worst-case construction noise levels assuming all pieces of equipment would be operating simultaneously during each construction phase at each sensitive receptor location (ENTECH, p. 31) based on phase of construction.

Table M, Construction Noise Levels dBA L_{max} by Construction Phase					
Receiver ID	**R-1**	**R-2**	**R-3**	**R-4**	**R-5**
Demolition	81.6	90.5	74	70.5	77.5
Grading	76.0	84.9	68.4	69.9	72.0
Building	77.0	85.9	69.4	65.9	73.0
Paving	76.0	84.9	68.4	64.9	72.0
Painting	72.0	80.9	64.4	60.9	68.9
Source: ENTECH, Table 9-4					

As shown in **Table M**, all receiver locations, except for R2, will experience construction noise levels below 80 dBA Lmax. R2, directly adjacent to the west Project site boundary, would experience noise levels above 80 dBA. However, it is not likely that all pieces of equipment would be operating simultaneously during construction. Further, for all sensitive receivers within 50 feet of the Project site, with the implementation of mitigation measures **MM NOI 1** through **MM NOI 5**, noise levels will be reduced to less than significant

MM NOI 1: During construction, construction shall occur between the hours of 7:00 am and 7:00 pm weekdays.

MM NOI 2: During construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufacturers' standards. The construction contractors shall place all stationary equipment, so that emitted noise is directed away from the noise-sensitive receptors near the project site.

MM NOI 3: During construction, stationary construction equipment, stockpiling, and vehicle staging areas shall be placed a minimum of 125 feet away from the property boundary.

MM NOI 4: During construction, no combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 125 feet of any property boundary unless a noise protection barrier surrounds the equipment.

MM NOI 5: During construction, construction contractors shall limit haul truck deliveries to the same hours specified for operation of construction equipment (between the hours of 7:00 am and 7:00 pm weekdays). To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

Thus, with implementation of mitigation measures **MM NOI 1** through **MM NOI 5**, the proposed Project will not create a substantial temporary increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Operational Noise

Transportation Noise

A qualitative analysis was performed to determine whether future implementing projects within the TCSP will provide a net increase in vehicle trips compared to existing conditions that may have the ability to increase noise levels to a perceptible level of 3 dBA or greater. Generally, a traffic noise increase of 3 dBA is unnoticeable for people, whereas an increase of 5 dBA is readily perceptible (ENTECH, p. 28). SoundPlan was utilized to calculate the noise level increase resulting from the Project-related vehicle trip contributions. Based on 2019 traffic counts, the existing average daily trips (ADT) along Railroad Canyon Road west of the Project site is 33,958. A two (2) percent growth factor was applied to the ADT to establish the existing ADT for 2021. The Project's daily trips are projected to be 3,196. Existing plus Project Noise levels were predicted based on the Project's added traffic volumes using Sound Plan. (ENTECH, p. 26). **Table N, Existing, Project and Existing Plus Project Noise Levels (dBA CNEL)**, below, summarizes the exterior traffic noise levels for Railroad Canyon Road with existing conditions, Project only conditions, and existing with Project.

Table N, Existing, Project and Existing Plus Project Noise Levels (dBA CNEL)

Receiver Location	Existing	Project Only	Existing Plus Project	Net Increase over Existing CNEL
R1	69	59	70	1
R2	49	38	49	0
R3	65	55	66	1
R4	50	40	51	1
R5	42	31	42	0

Source: ENTECH, Table 7-2

Existing traffic noise levels along Railroad Canyon Road exceed 60 dBA CNEL so an increase of up to 3 dBA is considered to be acceptable. As shown in **Table N**, the existing plus Project noise levels increase no more than 1 CNEL. Hence, the Project would not generate enough traffic that would result in a permanent 3 dBA increase in ambient noise levels so traffic noise would not exceed any local standards. Thus, impacts are less than significant.

Stationary Noise

The primary non-transportation noise sources associated with the Project are rooftop HVAC equipment and on-site parking lot circulation. In order to evaluate these noise sources at the nearest noise-sensitive receptors, the SoundPLAN noise prediction model was utilized. The City of Canyon Lake Municipal Code, Section 11.15.030, requires operational noise levels not to exceed the 80 dBA Lmax daytime or 60 dBA Lmax nighttime noise level standards at the nearby sensitive receiver locations. Stationary-related noise impacts were evaluated utilizing the maximum noise levels assumptions for the HVAC equipment and on-site parking lot circulation. (ENTECH, p. 29).

As previously mentioned, the Canyon Lake Municipal Code requires operational noise not to exceed 80 dBA L_{max} daytime or 60 dBA L_{max} nighttime at nearby sensitive receptors.

Therefore, stationary noise was evaluated utilizing maximum noise levels for Heating Ventilation and Air Conditioning (HVAC) equipment, onsite parking lot circulation. The noise study evaluated 5 surrounding sensitive receptors in residential areas. **Table O, Project Only Operational Noise Levels (dBA L_{max})** identifies the sensitive residential receiver locations and distances near the Project site. Each operational source type's predicted operational noise levels were combined to obtain the total Project-only operational noise level at each nearby sensitive residential receiver location. (ENTECH, p. 29).

Table O, Project Only Operational Noise Levels (dBA L_{max})

Receiver Location	Distance	Parking Lot Circulation & Air conditioning units (dBA L_{max})	Daytime Standard 80dBA L_{max} Exceeded	Nighttime Standard 60dBA L_{max} Exceeded
R1	125	57	No	No
R2	45	66	No	No
R3	300	46	No	No
R4	450	44	No	No
R5	200	44	No	No

Source: ENTECH, Table 8-1

Table O reflects that the combined Project operational noise levels at receivers R1 through R5 range from 43 to 60 dBA L_{max}. Hence, operational noise levels associated with the Project will not exceed Municipal Code standards for exterior noise level standards of 80 dBA L_{max} daytime and 60 dBA L_{max} nighttime at any of the receiver locations. Thus, impacts are less than significant.

With implementation of mitigation measures **MM NOI 1** through **MM NOI 5** the proposed Project will not generate a substantial temporary increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Further, the Project will remain within acceptable standards established by City Municipal code and will not result in a substantial permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, impacts are less than significant.

b) **Less Than Significant Impact.** The City of Canyon Lake does not have any specified thresholds for groundborne vibration so the Federal Transit Administration (FTA) vibration criteria was utilized to evaluate groundborne vibration impacts. Ground-borne vibration levels resulting from construction activities within the Project area were estimated using the FTA data in its Transit Noise and Vibration Impact Assessment Manual (FTA, 2018). Predicted construction vibration levels were identified at the nearest off-site residential land use and compared to the FTA damage and human annoyance criteria. Should Project vibration levels exceed the FTA maximum acceptable vibration standard of 80 vibration decibels (VdB) at noise-sensitive receiver locations during construction or operation, noise levels will exceed the vibration threshold.

Construction

Table P, Construction Equipment Vibration Levels presents the expected Project related vibration levels at 45 feet at the nearest land use located at R2. The receptor distance was measured from the west Project site boundary to receiver R2. (ENTECH, p.31).

Table P, Construction Equipment Vibration Levels

Noise Receiver	Distance to Property Line	Large Bulldozer Reference Vibration Level PPV_{ref} (VdB) at 25ft	Peak Vibration PPV (VdB) at 45 ft	Exceed 80 VdB Threshold?
R2	45 feet	87 VdB	79VdB	No

Source: ENTECH, Table 9-5

Notes

1. Reference noise level obtained from the FTA Noise and Vibration Manual, Table 7-4.

Based on the FTA's reference vibration levels, a large bulldozer represents the peak vibration source with a reference level of 87 VdB at a distance of 25 feet. At 45 feet, construction vibration levels are expected to approach 57 VdB. Using the construction vibration assessment annoyance criteria provided by the FTA for infrequent events, the Project site will not result in a perceptible human response (annoyance) during construction of future implementing projects and any potential impacts at the closest sensitive receptor are unlikely to last the entire duration of construction. Additionally, construction will be restricted to daytime hours therefore eliminating potential vibrations during sensitive nighttime hours. (ENTECH, p. 32). Hence, the proposed Project will not result in excessive ground borne vibration or noise levels during construction.

Operation

The Project is a redevelopment plan for the Towne Center in order increase commercial-retail and incorporate residential land uses. The existing Towne Center already receives occasional truck deliveries and trash pickup and would continue to receive these services with future implementing developments so operation of the future re-developed site would be similar in nature to existing conditions with respect to vibration. Hence, the proposed Project will not result in excessive ground borne vibration or noise levels during operation.

Thus, the proposed Project will not result in excessive ground borne vibration or noise levels. Therefore, impacts are less than significant.

c) **No Impact**. The Project site is not 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. Further, the Project site is not located within the vicinity of a private airstrip. The closest airport is Perris Valley Airport located approximately 6.5 miles to the northeast. As such, the Project would not expose people residing or working in the project area to excessive noise levels. Therefore, impacts are less than significant.

Therefore, no significant adverse impacts are identified or anticipated with implementation of mitigation measures MM NOI 1 through MM NOI 5.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XIV.	**POPULATION AND HOUSING**				
	Would the project:				
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

References: CLGP; CLGP MND; DOF; USCB 2020; SB2; SCAG

SUBSTANTIATION:

a) **Less than Significant Impact.** In 2017, a series of statewide housing bills went into effect to meet the needs of Californian's by creating more policy, regulation, and programs to help supply the State of California with more housing opportunities. The proposed zone change and TCSP is a direct response to the State's request of localities to provide more housing, specifically affordable housing, which is needed throughout California. The City of Canyon Lake is nearly built out in terms of planned single-family residential units. The City has been granted funding through the State of California Senate Bill 2 (SB2) to propose plans that create additional housing opportunities within the City. SB2 provides funding and technical assistance to local governments in California to help prepare, adopt, implement plans, and process improvements that streamline housing approvals and accelerate housing production. Hence, the City has prepared a Specific Plan to not only help spur economic development for the City but to help accelerate housing production and streamline the approval process within the City.

The approved CLGP Land Use Element identifies that 4,777 residential units were planned for development within the City. Today, all but 226 of those planned units have been constructed. The approved CLGP and CLGP Mitigated Negative Declaration (CLGP MND) projected these 4,777 units would result in 17,000 people at buildout. Currently, the City's population is at 11,082 people with 4,551 of the 4,777 approved units developed (USCB 2020). **Table Q**, **Population Projection,** provides additional details below.

Table Q, Population Projection

Type of DU's	Number of DU's	People[1]	Population
Developed	4,551	11,082[2]	11,082[2]
Undeveloped	226	626[1]	11,708
New	188	521[1]	12,229
TOTAL	**4,965**	**12,229**	**12,229**

Notes:
1. Based on household generation factor of 2.77 people per dwelling unit for Canyon Lake (DOF).
2. Based on current population (USCB 2020).

Table Q identifies that with development of the balance of units previously planned for Canyon Lake, the City's population would increase to 11,708. With the addition of the 188 units proposed by the TCSP, population would increase to 12,229. Because the CLGP MND projected the buildout population from planned residential development to be 17,000 people, even with development of the new units, projected population is 4,771 less than originally projected and analyzed. Thus, while the zone change and TCSP introduce new housing units, the resulting increase in population is well within what was already analyzed under the City's General Plan.

Additionally, State law requires that jurisdictions provide their fair share of regional housing needs by conducting a Regional Housing Needs Assessment (RHNA) and adopt a general plan for future growth (California Government Code Section 65300). The California Department of Housing and Community Development (HCD) is mandated to determine state-wide housing needs by income category for each Council of Governments (COG) throughout the state. The housing need is determined based on four broad household income categories: very low (households making less than 50 percent of median family income), low (50 to 80 percent of median family income), moderate (80 to 120 percent of median family income), and above moderate (more than 120 percent of median family income). The intent of the future needs allocation by income groups is to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner. Southern California Association of Governments (SCAG) is the council of government (COG) for Riverside County. SCAG determined that Canyon Lake's projected RHNA share for the 5th Cycle Housing Element (2013 - 2021) was 83 housing units. Of the 83 housing units, 35 units were classified in the income categories of extremely low, very low, and low resulting in the need for 10, 11, and 14 housing units respectively. The sites inventory demonstrated sufficient lots available within the City to accommodate the moderate and above moderate income housing needs. The City of Canyon Lake is currently in the process of updating for the 6th Cycle Housing Element (2021-2029). RHNA for this planning period has projected the need for 129 housing units. Of the 129 units, 67 are classified in the income categories of extremely low, very low and low categories resulting in the need for 21, 22, and 24 affordable housing units, respectively, totally 67 units. The sites inventory continues to demonstrate there are sufficient lots to accommodate the moderate and above moderate income housing needs.

The proposed TCSP is an implementing program of the City's Housing Element dated September 1, 2021 (HE). Program Category No. 1 of the HE identifies actions to make sites available within the community that would accommodate the RHNA needs. Specifically, the proposed TCSP is an implementing plan designed to meet Program No. 1.2 (Rezone Program on Mixed-use Sites for the Towne Center Specific Plan). Under this program, the City will identify and rezone sites through preparation of the Towne Center Specific Plan and adoption of a Mixed Use zone in order to allow for owner-occupied and rental multifamily residential uses, "by-right," at a minimum of 20 units per acre. The purpose of this program is to accommodate for the 67 housing units needed in the lower-income ranges identified in the RHNA. Through compliance with this program, sites will allow future implementing residential developments have the capacity for at least 16 units per site with the objective of creating an opportunity for at least 75 units (67 plus a 10 percent buffer) of rental housing for lower income households. Future implementing affordable housing projects will be required to comply with the City's housing element.

As stated, the proposed TCSP is a direct response to meet RHNA by providing housing opportunities by right within the Towne Center Specific Plan. Planning Areas 1, 2, 4 and 5 are proposed to provide new housing opportunities. Planning Areas 1 and 2 are designed to provide for 75 affordable housing units. If Planning Areas 1 and 2 develop to provide a total of 75 affordable housing units, adjustments may be needed in Planning Areas 4 and 5 to reduce units to maintain overall development of up to 188 residential dwelling units within the TCSP.

The adoption of the proposed zone change and TCSP will not create unplanned population changing the potential level of infrastructure needs, including streets, water, stormwater, and sewer facilities. Further, the TCSP will help the City meet future affordable housing needs within its jurisdiction so as to comply with State housing requirements and goals. Thus, the proposed Project will not induce substantial unplanned population growth in an area, either directly or indirectly. Therefore, impacts are less than significant.

b) **No Impact.** The proposed Project is intended to meet the housing needs of local existing and future residents in an area that does not currently contain or allow for residential uses. Thus, the proposed Project does not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, no impacts are anticipated.

Therefore, no significant adverse impacts are identified or anticipated so no mitigation measures are required.

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	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XV.	**PUBLIC SERVICES**				
a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Fire Protection?	☐	☒	☐	☐
	Police Protection?	☐	☐	☒	☐
	Schools?	☐	☐	☒	☐
	Parks?	☐	☐	☒	☐
	Other Public Facilities?	☐	☐	☒	☐
References: CLGP ***SUBSTANTIATION:***					

a) Less Than Significant Impact with Mitigation Incorporated

Fire Protection

The TCSP may result in the demolition of portions of the existing Towne Center in order to re-develop to expand commercial and include residential uses. And, the addition of mid- to high-rise structures in the Towne Center could necessitate the need for an additional fire station with ladder truck capabilities. However, the existing Towne Center receives fire protection the Riverside County Fire Department /CalFire and is served by three stations. The City has taken action to consider creating its own Fire Department. Currently, fire Station No. 60, located at 28730 Vacation Drive is the only station sited within the City's boundary. Station No. 60 is situated approximately three miles north of the Towne Center. Station No. 5 located at 28971 Goetz Road, located roughly 3.2 miles northeast of the Towne Center and Station No. 94, located at 22770 Railroad Canyon Road, approximately one mile southwest of the Towne Center, are located just outside the City's boundary. All stations are staffed full-time 24 hours, 7 days a week, including paramedics, operating Type-1 structural fire-fighting apparatus. The new development envisioned by the TCSP would continue to receive services from the existing fire stations, as well as be expected to comply with State and local fire codes to decrease fire hazards. Future implementing development projects that propose mid- to high-rise structures will be required to be reviewed by the Fire Department. Implementation of mitigation measure **MM PS 1** will ensure that future implementing development projects considering mid- to high-rise developments coordinate with the Fire Department to determine potential for impacts to services.

> **MM PS 1:** Prior to occupancy, implementing Projects proposing mid- to high-rise developments (3-stories or greater) shall be required to coordinate with the Fire Department.

Thus, with implementation of mitigation measure **MM PS 1**, the proposed Project would cause less than significant impact to the service ratios, response times or other

performance objectives. Therefore, impacts are less than significant with mitigation incorporated.

Police Protection

The existing Towne Center receives police protection services from Canyon Lake Police Department which is contracted with Riverside County Sheriff's Department. Service is provided from the Lake Elsinore Sheriff's Station located at 333 Limited Avenue Lake, Elsinore, as well as a satellite office situated within the existing Towne Center at 31516 Railroad Canyon Road, Canyon Lake. In addition to the five officers City contracts for, the City owns five police vehicles, one volunteer vehicle, one full size pick-up truck and two police boats (CLGP, SE-51). Additional police services are available on an as needed basis and are furnished by the Lake Elsinore Sheriff Station. The existing Towne Center will continue to receive police protection, so the implementation of the TCSP and new residential uses envisioned are not expected to change the service level of police protection. Therefore, impacts are less that significant.

Schools

The proposed Project is located in the Lake Elsinore Unified School District (LEUSD). Future residents of Canyon Lake are served by the Lake Elsinore Unified School District (LEUSD). There are no LEUSD facilities located within the City of Canyon Lake. However, Canyon Lake does contain two private schools: Hope Learning Academy and Canyon Lake Community Church. Hope Learning Academy, located within the Towne Center, is a private school serving grades 7 through12. Canyon Lake Community Church provides schooling to pre-Kindergarten and Kindergarten age children. The TCSP will allow for future development up to 188 residential units which may introduce approximately 521 new residents to the City. Future implementing development will be required to offset impacts to schools and school districts through the payment of school development impact fees to LEUSD and may be required to enter into school facility mitigation agreements, as required by law. Thus, future implementing development projects will be required to pay school development impact fees and/or enter into school facility mitigation agreements with LEUSD and as such, would not result in substantial adverse physical impacts associated with schools. Therefore, impacts are less than significant.

Parks

The proposed Project will allow for future development of up to 188 residential dwelling units which will increase the population in Canyon Lake. However existing park facilities are private and managed by the Canyon Lake Property Owners Association (POA). As such these private facilities are only available for POA members. At this time the POA is not considering integrating the Towne Center as part of their residential properties. Resulting in future residents of the Towne Center not having access to existing park facilities. Therefore, future implementing residential development projects will not result in substantial adverse physical impacts associated with parks. Therefore, no impacts are anticipated.

Other Public Facilities

There are no other public facilities in which the implementation of the proposed Project will impact. Thus, the proposed Project would not result in substantial adverse physical impacts associated with other public facilities. Therefore, no impacts are anticipated.

Therefore, no significant adverse impacts are identified or anticipated with implementation of mitigation measure MM PS 1.

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	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVI.	**RECREATION**				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☐	☒
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
References: CLGP ***SUBSTANTIATION:***					

a) **No Impact.** As discussed in Public Services Section XV, Item (a), all parks and recreation facilities in Canyon Lake are managed by the POA and are accessible to POA members only. At this time the Towne Center will not be a part of the POA. Although future implementing development may increase population Canyon Lake parks and recreation facilities will not be available to Towne Center residents. Therefore, the Project will not increase the use of existing neighborhood and regional facilities such that substantial physical deterioration of the facility will occur. Not impacts are anticipated.

b) **Less Than Significant Impact.** The proposed zone change and TCSP will allow for future development of additional open space uses to be utilized by the entire Canyon Lake community. Potential impacts as a result of developing open space areas within the Project area, are analyzed throughout this document, since these are included as part of the proposed Project that future implementing developers may develop. Thus, the proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, impacts are less than significant.

Therefore, no significant adverse impacts are identified or anticipated so no mitigation measures are required.

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	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVII.	**TRANSPORTATION**				
	Would the project:				
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☐	☒
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	☐	☐	☒	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d)	Result in inadequate emergency access?	☐	☐	☒	☐
References: CLGP; ENTECH; POA; RTA; TRANS					
SUBSTANTIATION:					

a) **No Impact.** Access to the proposed Project site occurs from Railroad Canyon Road located along the northern Project boundary at the intersection with Towne Center East and Towne Center West. Both intersections provide signalized access and the site contains a number of interior roads facilitating vehicular circulation within the Towne Center. Railroad Canyon Road is classified as a Mountain Arterial with 120 feet of designated right-of-way. It is also classified as a Class II bikeway facility which extends from the easterly end of the community to the City of Lake Elsinore. Class II bikeways provide a separate, striped, and signed bike lane within the roadway right-of-way. Railroad Canyon Road has been fully improved and provides a raised center median. Railroad Canyon Road is one of only three public, dedicated, and maintained rights-of-way within the City. All other roads with the exception of Blackhorse Drive and the south side of Sorrel Lane, are privately managed and maintained by the Canyon Lake POA, including the existing roadways within the Towne Center. Riverside Transit Agency (RTA) serves this area of Riverside County. Railroad Canyon Road provides bus stops, including a bus shelter located on the south side of Railroad Canyon Road near the road's intersection with South Canyon Lake. There is signage identifying the area is served by RTA Route 40. However, these stops are no longer identified with RTA so the current status of this route is unknown. Dial-a-ride service is available through the Sun City system which provides connection to the RTA.

The proposed Project is a plan that will continue to utilize the existing vehicular roadway systems and include concepts that propose a series of pedestrian pathways to improve pedestrian mobility within the center and access to Railroad Canyon Road. Based on 2019 traffic counts, the existing ADT along Railroad Canyon Road west of the Project site was 33,958. A two (2) percent growth factor was applied to the ADT to establish the existing ADT for 2021 as reflected in **Table R, Existing plus Project Traffic (ADT)**, below.

Table R, Existing plus Project Traffic (ADT)			
Roadway	**Existing**	**Project**	**Total**
Railroad Canyon Road	35,330	3,196	38,526
Source: ENTECH, Table 7.1			

The Project's daily trips are projected to be 3,196 representing a 9 percent increase in traffic along Railroad Canyon Road based on anticipated future uses. Hence, anticipated traffic generated by the Project will be minimal. Thus, the proposed Project will not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, no impacts are anticipated.

b) **Less Than Significant Impact.** A *Vehicle Miles Traveled (VMT) Analysis* was prepared by Translutions, Inc. dated August 18, 2021 (TRANS) and is included in Appendix E of this document. The City of Canyon Lake has adopted VMT thresholds based on the recommendations from the Western Riverside County Council of Governments in June 2020. Based on the resolution, a project would result in a significant VMT impact if the project VMT exceeds the baseline VMT per Service Population. The City also requires the use of RIVTAM for the analysis**. Table S, Project Generation VMT**, below identifies Project generated VMT and the baseline conditions in which to compare to determine potential for Project impacts.

Table S, Project Generated VMT						
2012	**Proposed Retail**	**Proposed Office**	**Proposed Residential**	**Retail to be demolished**	**Net Project VMT**	**City Threshold**
Households	0	0	188	0	**188**	**4,056**
Population	0	0	611	0	**611**	**11,516**
Employment	27	172	0	(69)	**130**	**1,435**
Service Population	27	172	611	(69)	**741**	**12,951**
OD VMT	7,932	8,026	18,296	(12,825)	**21,429**	**432,566**
OD VMT (per service population)	294	47	30	186	**28.9**	**33.4**
Source: TRANS, Table A **Notes** OD= Origin destination						

As reflected in the Table above, the VMT anticipated to be generated from the proposed Project is below household, population, employment, and service population levels resulting in a baseline Project VMT per service population of 28.9; which is below the City threshold for VMT per service population of 33.4 (TRANS, p. 2). As the proposed Project provides the potential for housing within the vicinity of office and commercial areas and includes provisions to improve pedestrian mobility, it will provide easy access for future residents in the Canyon Lake Towne Center to minimize car trips, thereby inherently reducing VMT. Thus, the proposed Project will not conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b). Therefore, impacts are less than significant impact.

c) **Less than Significant Impact.** The Project is a plan for redevelopment of the existing Towne Center to allow for a mixture of commercial and residential development but does not include any actual development at this time. Any roadway construction or improvements required of future implementing projects of the TCSP will be required to adhere to requirements of both the specific plan and the City standards. Thus, the proposed Project will not substantially increase hazards due to a geometric design feature or incompatible use, because the Project site has already been developed and contains existing roadways and will be required to comply with TCSP and City guidelines. Therefore, impacts are less than significant.

d) **Less Than Significant Impact.** The Towne Center has two existing access points along located on Railroad Canyon Road which has been identified as an emergency evacuation route. No new vehicle access points are being proposed by the TCSP, and existing driveways will continue to serve as evacuation routes from TCSP users and residents. Future implementing developments that may occur on the subject properties would be served by existing roadway systems. Internal drive aisle improvements would be required to be designed to meet SP, City, and Fire Department specifications. For these reasons, the proposed Project is not anticipated to increase hazards through design or incompatible uses and will not result in inadequate emergency access. Therefore, impacts are less than significant.

Therefore, no significant adverse impacts are identified or anticipated so no mitigation measures are required.

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Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐
References: AE ***SUBSTANTIATION:***				

a) **No Impact.** The proposed Project may have the potential to affect tribal cultural resources, as defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. However, *a Phase I Cultural Resource Assessment for the Towne Center Specific Plan Project* was prepared June 2021 by Applied Earthworks (AE) and is included in Appendix B of this document. As identified in Cultural Resources Section V, Item (a), above, there are no built environment features, such as buildings or structures, over 50 years of age meeting the definition of a historic resource as described above. (AE, p.20). As such, the Project site is not listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). Therefore, no impacts are anticipated.

b) **Less Than Significant With Mitigation.** As of July 1, 2015, AB52, signed into law in 2014, amends CEQA and establishes new requirements for tribal consultation. The law applies to all projects that have a notice of preparation or notice of negative declaration/mitigated negative declaration. It also broadly defines a new resource category of "tribal cultural resource" and establishes a more robust process for meaningful consultation between the lead agency and Native American Tribes that includes: prescribed notification and response timelines, consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures, and documentation of all consultation efforts to support CEQA findings. The City, as lead agency, is also required to coordinate with Native American Tribes through the SB18 consultation when an amendment or adoption of a general plan or specific plan, or designation of open space.

A search of the Sacred Lands File (SLF) from the Native American Heritage Commission (NAHC) was conducted as part of the Cultural Resource Investigation prepared by Applied Earthworks June 21, 2021 (AE). Results of the SLF search as part of the Cultural Resource Investigation indicated no known Native American cultural resources within the Project area. A total of 24 Native American individuals and organizations were contacted to elicit information on Native American resources within the Project area. As of June 8, 2021, three responses were received: Agua Caliente Band of Cahuilla Indians, Mesa Grande Band of Diegueño Mission Indians, and Quechan Tribe of the Fort Yuma Reservation. three responses have been received. The Agua Caliente Band of Cahuilla Indians wish to defer to other Tribes, as the Project is not within their Traditional Use Area. The Mesa Grande Band of Diegueno Mission Indians wish to defer to local Tribes in the area. The Quechan Tribe of the Fort Yuma Reservation also wish to defer to local tribes due to lack of knowledge about resources in Riverside County. (AE, pp. 17-18).

Separate from the Cultural Resource Investigation and consistent with the requirements of AB52 and SB18, the City distributed notification of the proposed Project to area Tribes on March 19, 2021. On March 22, 2021, a representative from the Fort-Yuma Quechan Tribe declined to consult and indicated they had no comments on the Project, defer to the more local Tribes, and support the local tribe decisions regarding the Project. On April 6, 2021, a representative from the Agua Caliente Band of Cahuilla Indians declined to consult and indicated the Project is not within their Tribe's traditional use area and would defer to other tribes in the area. On March 24, 2021, the Rincon Band of Mission Indians indicated that the Project site is within the Traditional Use Area (TUA) of the Luiseño people and within the Band's specific Area of Historic Interest (AHI). As such, Rincon is traditionally and culturally affiliated to the Project area. The tribe did request consultation as well as copies of existing documents pertaining to the Project such as the cultural survey and to be included on all distribution lists for environmental document reviews, consultations, circulation of public documents, and notices for public hearings and scheduled approvals. City provided requested materials to Rincon October 14, 2021. Rincon responded via email on October 28, 2021 confirming receipt of material and that review is in process. Consultation between the City and Rincon began on March 24, 2021. As a result of the consultation, mitigation measure **MM CUL 1** through **MM CUL 3** and **MM TCR 1** through **MM TCR 5**, which requires monitoring, avoidance of sacred sites, if any, the repatriation of TCR artifacts, if any, and monitoring reporting activities will be implemented.

> **MM TCR 1:** Prior to grading (at least 45 days prior to pulling grading permits), the Project applicant/landowner shall contact the affiliated Tribe(s) to enter into a Tribal Monitoring & Cultural Resources Treatment Agreement to retain a qualified tribal monitor to monitor all ground disturbing activities. The Agreement shall address the treatment of known cultural resources; the designation, responsibilities, and participation of professional tribal monitors during grading, excavation, and ground disturbing activities; project scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered during development. Upon completion, the finalized Agreement shall be submitted to the City of Canyon Lake's Planning Department to satisfy this requirement. The affiliated Tribe(s) shall also be notified at least 48 hours in advance of the pre-construction meeting so preparations can be made for a representative to attend. During the meeting, the representative, in coordination with the Project archaeologist, shall discuss the procedures outlined in the Cultural Resource Monitoring Plan (CRMP).

MM TCR 2 During construction, all sacred sites that may be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible.

MM TCR 3 During construction, the project applicant/landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all cultural artifacts that are found on the project area to affiliated Tribe(s) for proper treatment and reburial on Project site.

MM TCR 4: During construction, all cultural resources collected shall be repatriated to the affiliated Tribe(s) for permanent onsite reburial. Excluding sacred items, human remains, and grave goods, project archaeologists shall be allowed to retain the cultural resource(s) at their office to document and photograph the cultural resource(s) for inclusion in the final Phase IV monitoring report. Within 60 days after all monitoring is completed, the project archaeologist shall return all cultural resources to the affiliated Tribe(s). During those 60 days, the affiliated Tribe(s) shall work with the proponent to select a location for reburial that shall be free from any disturbance including but not limited to development, excavation, any landscaping that exceeds the depth of the resources, above- or below-ground utility installation, flooding, etc. Upon return of the cultural resources, the proponent shall allow the affiliated Tribe(s) a reasonable timeframe in which to access the agreed upon area. The affiliated Tribe(s) shall document the reburial location with GPS coordinates, add the data to internal GIS systems, and complete a form for submittal to the NAHC.

MM TCR 5: Prior to occupancy, a final Phase IV report shall be completed by the Project archaeologist no later than 90 days after monitoring has been completed. The report shall include the results of monitoring including a list of project personnel, a catalog of any cultural resources that were identified, any associated DPR 523 Forms and/or confidential maps, details of the location of the final disposition of cultural resources, any issues or problems that occurred during monitoring, and any other pertinent information. Once completed, the project archaeologist shall submit a draft to City Planning for review and approval. Upon approval by City Planning, a complete final report shall be submitted to the appropriate Information Center, the Rincon Band of Luiseño Mission Indians, and other affiliated Tribe(s) any relevant curation facility, and the landowner/applicant.

Thus, with implementation of mitigation measure **MM CUL 1** through **MM CUL 3** and **MM TCR 1** through **MM TCR 5**, the proposed Project's impacts are less than significant with mitigation incorporated.

Therefore, no significant adverse impacts are identified or anticipated with implementation of mitigation measures MM CUL 1 through MM CUL 3 and **MM TCR 1 through MM TCR 5 incorporated.**

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	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XIX.	**UTILITIES AND SERVICE SYSTEMS**				
	Would the project:				
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b)	Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c)	Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

References: COR GP DEIR; EVMWD 2020; EVMWD 2016; TCSP

SUBSTANTIATION:

a) **Less Than Significant Impact.** Utility providers for the Project site include: EVMWD (water and sewer), City of Canyon Lake Engineering Department (storm drain), Southern California Edison (electricity), Southern California Gas Company (natural gas), Verizon Frontier (communications), and CR&R (solid waste collection and disposal). Said utility providers currently serve the existing land uses and are expected to serve the future implementing projects of the TCSP. *Figure 5.1 - Existing Utility Locations)* of the TCSP identifies the locations of potable water mains, sewer mains, fire hydrants, and irrigation lines. It is likely that future modifications for existing utilities will stay within the boundary of the already disturbed Project site resulting in minimal impacts. Thus, because implementation of future development pursuant to the TCSP is not expected to require the need to upgrade or change utility services in a way that would result in significant new environmental impacts. Therefore, impacts are less than significant.

Less Than Significant Impact. As discussed in the Hydrology & Water Quality Section of this document, EVMWD provides potable water service to the Project site. The Canyon Lake community typically receives treated potable water from EVMWD's Canyon Lake Water Treatment Plant. However, the plant has been offline since 2020 due to water quality issues. In the interim, the Project area has been served with EVMWD's other water supplies including imported water and groundwater produced in the Elsinore and Bedford/Coldwater basins. The Project site currently has an existing water demand associated with commercial/governmental land uses. The proposed Project land use plan is entirely "mixed use" and conceptual land uses for individual planning areas include residential, commercial retail and office, commercial retail and residential, civic uses and public plaza.

Assembly Bill 610 (AB610) requires that specified information about water supplies that are available for development, be provided to and considered by local planning agencies. Further, it requires that any city or county that has determined a project is subject to CEQA, require the project comply with Part 2.10 of Division 6 of the Water Code. Among other things, AB610 holds that any residential project that would result in 500 or more residential units prepare a Water Supply Assessment (WSA) to ensure the water supplier can accommodate the demand. If any of the following thresholds are met, a WSA is required under SB610:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects specified in this subdivision;
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project; or
- If a public water system has fewer than 5,000 service connections, then "project" means any proposed residential, business, commercial, hotel or motel, or industrial development that would account for an increase of 10 percent or more in the number of the public water system's existing service connections, or a mixed-use project that would demand an amount of water equivalent to, or greater than, the amount of water required by residential development that would represent an increase of 10 percent or more in the number of the public water system's existing service connections.

The proposed Project does not meet any of the thresholds that trigger the preparation of a WSA. EVMWD's 2020 Urban Water Management Plan (UWMP) provides projections of water demand within its service area based on forecasts in growth in residential, commercial/institutional, EVMWD uses (i.e., EVMWD facilities), and hydrant accounts. In addition, a 10 percent uncertainty buffer was added for planning uncertainties (p. 4-5). Appendix H of the 2020 UWMP includes water duty (unit water demand) factors for planned residential, mixed use, commercial, and individual equivalent dwelling units (EDUs) from EVMWD's 2016 Water System Master Plan. The estimated demand from said document for planned commercial projects is 2,500 gallons per day (gpd) per acre and 2,300 gpd/acre for planned mixed use projects (p. H-1). These factors suggest that

the proposed conversion to an all-mixed use land use may actually reduce the Project site's existing water demand. Further, new construction will have the latest water-saving fixtures and water-efficient landscaping (i.e., Model Water Efficient Landscape Ordinance).

Although EVMWD's water demand projections may not have specifically accounted for the Project site changing land uses from existing, and the net change in water demand for the site is unknown without a development plan, EVMWD determined in its 2020 UWMP that with the aforementioned assumptions on future water demands and EVMWD projections on water supplies that, "no water shortages are anticipated within the next 25 years under normal, single dry, and five consecutive dry year conditions, including a five-year drought extending through 2025" (EVMWD 2020, p.ES-8). Further, "The implementation of local water projects is crucial to ensure EVMWD's water supplies are reliable, while reducing EVMWD's reliance on imported water" (*ibid*). Thus, because the water supplier has projected sufficient supplies for anticipated growth in normal and drought years; the water duty factors for the proposed land use are less than the water duty factors for the existing land use, and the Project will implement existing regulations for water-efficient landscaping and water-saving features. Therefore, impacts are less than significant.

b) **Less Than Significant Impact.** EVMWD provides sewer collection and treatment service to the Project site. According to EVMWD's *2016 Sewer System Master Plan Final Report*, wastewater from the City of Canyon Lake area is conveyed to EVMWD's Railroad Canyon Water Reclamation Facility (WRF) with excess flow conveyed to EVMWD's Regional WRF for treatment. The Railroad Canyon WRF average design capacity is currently (2016) 1.12 million gallons per day (mgd) and average daily flow (2011-2014) is 0.62 mgd (SSMP, p. 5-2). The *2016 Sewer System Master Plan* did not include any capital improvements or recommendations for the Railroad Canyon WRF. The District's wastewater generation rate for General Commercial land uses is 650 gpd/acre and 690 gpd/acre for Mixed Use land uses (24 DU/acre max) (SSMP, p. 4-18). Based on these factors, the Project may result in an increase in wastewater generation from existing condition since the Project proposes to convert from commercial to mixed use. However, this estimated increase in wastewater generation of approximately 40 gpd/acre from the TCSP is minor compared to the treatment capacity of the WRF and so, is expected to be within the bounds of the planned wastewater generation coming from the Project site and treatment capacity of the WRF. Thus, the proposed Project will not result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. Therefore, impacts are less than significant.

Less than Significant Impact. Waste collection services for the Project site are provided by CR&R Waste and Recycling Services through a contract with the City. CR&R does not handle household hazardous waste. The nearest collection site for household hazardous waste is approximately five miles west of the City (Lake Elsinore Regional Permanent HHW Collection Facility). CR&R has an extensive network of processing facilities that manage solid waste, recyclables, green waste, food waste, construction and demolition waste, electronic waste and a number of other materials that go to their landfills. Solid waste generation rates for different land use types are estimated utilizing the 2015 Riverside County General Plan EIR Table 4.17-O as follows: residential (0.41 tons/unit/year), commercial/office (0.0024 tons/SF/year); and industrial (0.0108 tons/SF/year). The site is developed with 171,800 SF of existing Commercial-Retail generating an estimated 412 tons of waste per year. The

Project proposes a maximum of 188 dwelling units, 103,000 SF of Office, and 202,300 SF of Commercial Retail uses. The proposed Project would result in an estimated 77 tons of residential waste and 733 tons of commercial/office waste, totaling 810 tons of waste per year ; 321 tons per year more than the existing center

However, future implementing projects of the TCSP will be required to comply with solid waste reduction goals and comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the *Riverside County Integrated Waste Management Plan*. The *Riverside County Integrated Waste Management Plan* outlines the goals, policies, and programs the County and its cities will implement to create an integrated and cost-effective waste management system that complies with the provisions of California Integrated Waste Management Act and its diversion mandates.

Future implementing development projects of the TCSP will also be required to coordinate with the waste hauler to develop collection of recyclable materials for the Project on a common schedule as set forth in applicable local, regional, and State programs. Recyclable materials that would be recycled by the commercial facility include paper products, glass, aluminum, and plastic. Additionally, the Project's waste hauler would be required to comply with all applicable local, State, and Federal solid waste disposal standards, thereby ensuring that the solid waste stream to the landfills that serve the facility are reduced in accordance with existing regulations.

Through implementation of existing regulations to minimize the solid waste disposed of in landfills, and because the site is already a generator of waste, the Project will not impair the attainment of solid waste reduction goals. Therefore, impacts are less than significant.

c) **Less than Significant Impact.** Refer to Utilities and Service Systems Section XIX, Item (d), above. The California Integrated Waste Management Act established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. Canyon Lake is included in the County's *Integrated Waste Management Plan*, which outlines the goals, policies, and programs the County and its cities will implement to create an integrated and cost effective waste management system that complies with the provisions of California Integrated Waste Management Act and its diversion mandates.

Future implementing developments of the TCSP will be required to coordinate with the waste hauler to develop collection of recyclable materials for the Project on a common schedule as set forth in applicable local, regional, and State programs. Recyclable materials that would be recycled by the commercial facility include paper products, glass, aluminum, and plastic.

Additionally, the Project's waste hauler would be required to comply with all applicable local, State, and Federal solid waste disposal standards, thereby ensuring that the solid waste stream to the landfills that serve the facility are reduced in accordance with existing regulations. The proposed Project will be required to comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, impacts are less than significant.

Therefore, no significant adverse impacts are identified or anticipated so no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XX.	**WILDFIRE**				
	If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project				
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

References: CALFIRE; CLGP
SUBSTANTIATION:

a) **Less Than Significant Impact.** The Project site is not located within an area classified as a federal, state, or local VHFSZ, but is located near a VHFSZ as described in Hazards and Hazardous Materials Section IX, Item (g) above. Regardless, as described in Hazards and Hazardous Materials Section IX, Item (f) above, the City of Canyon Lake does not have an adopted emergency response plan but does have a very active CLEPC that helps coordinate the state, county, and local regulations that will help keep the city functioning during a state of emergency. Further, Canyon Lake has two established evacuation routes: 1) Greenwald Avenue which is an existing paved two-lane roadway connecting to SR-74; and 2) Railroad Canyon Road which is a major transportation connection throughout the City and to I-15 (CLGP, p. SF-59). Goetz Road, while not identified as an official evacuation route, is another option to vacate the City during an emergency situation. The existing two access points to Railroad Canyon Road from the Towne Center, will continue to serve as the emergency access. Future implementing development projects within the proposed TCSP will be required to coordinate with the City and emergency response agencies should any road or access closures be required to ensure there will be no impacts to emergency response or evacuation. Thus, the proposed Project will not substantially impair an adopted emergency response or evacuation plan. Therefore, impacts are less than significant.

Less Than Significant Impact. Fires in the Canyon Lake area have historically occurred in the foothills and undeveloped areas of the City. If the prevailing winds fan a fire so that it moves into the more developed portions of the City, then evacuation of the potentially affected neighborhoods may be required. In general, evacuees would take roads leading north, east, or west, out of the City and away from the fires, and towards more developed

areas (CLGP, p. SF-62). As identified in Wildfire Section XX, Item (a) above, the Project will not impair the City's evacuation route The existing Project site does not contain significant slopes that could impair fire-fighting abilities. Thus, the proposed Project, due to slope, prevailing winds, and other factors, would not exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire. Therefore, impacts are less than signific ant.

Less Than Significant Impact. The Towne Center has already been developed and established and includes existing infrastructure. The proposed Project will not require the installation or maintenance of roads, fuel breaks, emergency water sources, power lines, or other utilities. Future implementing development projects within the TCSP that do require new or expanded infrastructure facilities such as power lines or utilities, may be required to provide their own environmental documentation to demonstrate level of any potential impacts. Hence, the proposed Project, which is a plan for re-development of the existing site, will not exacerbate fire risks or result in temporary or ongoing impacts to the environment. Therefore, impacts are less than significant**.**

Less Than Significant Impact. The Project site slopes slightly from south to north and it is not susceptible to landslides as discussed in Geology and Soils Section VII, Item (a.iv) above and is not located within a flood hazard zone as discussed in Hydrology and Water Quality Section X, Item (c.iv) above. Further, while the Project site is located within a community built around a water body, as discussed in Hydrology and Water Quality Section X, Item (d) above, is not located in a dam inundation zone. Because the site is not susceptible to landslides, not within a flood hazard zone, and not within the lakes inundation zone, the proposed Project will not expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of run-off, post-fire instability, or drainage changes. Therefore, impacts are less than significant.

Therefore, no significant adverse impacts are identified or anticipated so no mitigation measures are required.

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	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XXI.	**MANDATORY FINDINGS OF SIGNIFICANCE**				
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c)	Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) **Less Than Significant Impact With Mitigation.** As discussed throughout the Initial Study, the proposed Project does not contain sensitive biological resources that could potentially be affected by the proposed TCSP. All potentially significant impacts to biological resources would be avoided or reduced to a less than significant impact with the implementation of mitigation measure **MM BIO 1** identified in this initial study.

As discussed in Cultural Resources Section V, Item (b) above, there are no known significant historic, archaeological, or paleontological resources at the Project site. Although the Towne Center has been previously disturbed the TCSP allows future subsurface parking which would require grading a deeper levels. As a result there is potential for resources to be discovered during subsurface parking construction activities. Implementation of Project specific mitigation measures **MM CUL 1** through **MM CUL 4**, **MM TCR 1** through **MM TCR** 5, and **MM GEO 1** will reduce potential impacts to less than significant levels.

Thus, the proposed Project will not 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 an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts are less than significant with mitigation incorporated.

b) **Less Than Significant Impact With Mitigation.** As demonstrated by the analysis in this document, with implementation of mitigation measures, the proposed Project will not result in any significant environmental impacts. The Project is consistent with local and regional plans, and the Project's air quality emissions do not exceed established thresholds of significance. The Project adheres to all other land use plans and policies with jurisdiction in the Project area. With implementation of mitigation measures **MM BIO 1, MM CUL 1** through **MM CUL 5, MM TCR 1** through **MM TCR 5, MM GEO 1,** and **MM NOI 1** through **MM NOI 5**, the Project will not result in significant impacts to Biological Resources, Cultural Resources, Paleontological Resources, or Noise. Therefore, the proposed Project will not result in impacts that are individually limited, but cumulatively considerable and impacts will be less than significant with mitigation.

c) **Less Than Significant Impact With Mitigation.** Effects on human beings were evaluated as part of this analysis of this initial study and found to be less than significant with implementation of mitigation measures. Effects on human beings were evaluated as part of this analysis of this document and found to be less than significant with implementation of mitigation measures for biological resources, cultural resources, geology and soils, and noise. Based on the analysis and conclusions in this document, the proposed Project will not cause substantial adverse effects directly or indirectly to human beings. Therefore, impacts are considered less than significant with mitigation incorporated.

Therefore, no significant adverse impacts are identified or anticipated and mitigation measures MM BIO 1, MM CUL 1 through **MM CUL 5, MM TCR 1** through **MM TCR 5, MM GEO 1, and MM NOI 1 through MM NOI 5 are required.**

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