



**MISSION TRAIL RESIDENTIAL PROJECT
PLANNING APPLICATION No. 2022-03**

TENTATIVE TRACT MAP No. 2022-01 (TTM 38378)

RESIDENTIAL DESIGN REVIEW No. 2022-02

ADMIN DRAFT

ENVIRONMENTAL REVIEW No. 2022-03

CEQA EXEMPTION STUDY

Prepared By:

CITY OF LAKE ELSINORE

130 South Main Street

Lake Elsinore, CA 92530

Applicant:

COASTAL COMMERCIAL PROPERTIES

1020 2nd Street

Encinitas, CA 92024

Environmental Consultant:

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

3333 Michelson Drive, Suite 500

Irvine, CA 92612

September 2023

I. INTRODUCTION

A. PURPOSE

This document is a CEQA Exemption Study for evaluation of environmental impacts resulting from implementation of the Mission Trail Residential Project. For purposes of this document, this application will be called the “proposed project”. The Lead Agency will utilize this document as evidence that the proposed project qualifies for an exemption to further California Environmental Quality Act (CEQA) review pursuant to CEQA Guidelines Section 15182, *Projects Pursuant to a Specific Plan*, and Section 15162, *Subsequent EIRs and Negative Declarations*, as detailed below.

B. CALIFORNIA ENVIRONMENTAL QUALITY ACT

As described by Section 15062 of the California Environmental Quality Act (CEQA) Guidelines, a CEQA Exemption Study is prepared primarily to provide the Lead Agency with information to use as the basis for determining whether a project would have a significant effect on the environment.

According to CEQA Guidelines Section 15182, development projects that are undertaken pursuant to a specific plan for which an EIR was previously prepared are exempt from further CEQA review if the projects are in conformity with that specific plan and the conditions described in CEQA Guidelines section 15162 (relating to the preparation of a supplemental EIR) are not present. (Gov. Code, § 65457, subd. (a); Guidelines, § 15182, subd. (c), § 15162, subd. (a)) CEQA Guidelines Section 15182(c) Residential Projects Implementing Specific Plans states that this includes, but not limited to, land subdivisions, zoning changes, and residential planned unit developments.

Pursuant to Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence, that one or more of the following conditions are met:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
 - b) Significant effects previously examined will be substantially more severe than identified in the previous EIR.
 - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.
 - d) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment,

but the project proponent declines to adopt the mitigation measures or alternatives.

Under Section 15182, where if the agency finds that pursuant to Section 15162, no subsequent EIR or negative declaration would be required, the agency can approve the activity as being within the scope of the project covered by the previous CEQA documentation for the Specific Plan, and no additional CEQA document is required.

This CEQA Exemption Study has determined that the potential impacts are consistent with those previously identified that can be reduced through implementation of conditions of approval and the previously adopted mitigation measures for the approved Specific Plan; and therefore, a CEQA Exemption is deemed the appropriate document to provide the necessary environmental clearance.

This CEQA Exemption Study and CEQA Exemption are prepared in conformance with the California Environmental Quality Act of 1970, as amended (Public Resources Code, Section 21000 *et seq.*); the State Guidelines for Implementation of the California Environmental Quality Act (“CEQA Guidelines”), as amended (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000, *et seq.*); applicable requirements of the City of Lake Elsinore; and the regulations, requirements, and procedures of any other responsible public agency or agency with jurisdiction by law.

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

C. INTENDED USES OF THIS CEQA EXEMPTION STUDY

This CEQA Exemption Study analyzes the proposed Mission Trail Residential Project to determine its eligibility to be exempt from further CEQA review pursuant to its consistency with the adopted Specific Plan and related CEQA documentation. Development projects that are undertaken pursuant to a specific plan for which CEQA documentation was previously prepared are exempt from further CEQA review if the projects are in conformity with that specific plan and the conditions described in CEQA Guidelines section 15162.

The City of Lake Elsinore adopted the East Lake Specific Plan Amendment No. 11 Project (SPA 2016-02) and Environmental Impact Report (EIR) SCH No. 2016111029 on November 11, 2017. Individual development projects that implement the East Lake Specific Plan are eligible for the CEQA Guidelines Section 15182 exemption if none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred.

The proposed project would develop an approximately 16.98-acre vacant and undeveloped site along Mission Trail within the East Lake Specific Plan area. The project would construct 191 two-story residences that would be consistent with the Action Sports, Tourism, Commercial and Recreation and Mixed Use Overlay Specific Plan designation of the project site. As detailed in Section 3.1.3, the proposed project is consistent with the East Lake Specific Plan; and is therefore qualifies for a CEQA exemption; pursuant to CEQA Guidelines Section 15182.

Based on the proposed project description and knowledge of the project site, and findings of the East Lake Specific Plan Final EIR, the City has concluded that the proposed project would not result in any new or increased impacts not previously disclosed in the East Lake Specific Plan Final EIR. For these reasons, the City has concluded that the project qualifies for the exemption to CEQA review set forth in Government Code Section 65457 and CEQA Guidelines Sections 15182 and 15162.

D. CONTENTS OF THIS CEQA EXEMPTION STUDY

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

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

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

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

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

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

VI. PERSONS AND ORGANIZATIONS CONSULTED identifies those individuals consulted and involved in the preparation of this CEQA Exemption Study.

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

E. SCOPE OF ENVIRONMENTAL ANALYSIS

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

1. **No New Impact/No Impact:** A designation of no impact is given when the proposed project would not result in changes to potential impacts to the environment as compared to the original project.
2. **Minor Technical Changes or Additions/Less Than Significant Impact:** An Addendum to previous CEQA documentation is required if only minor technical changes or additions are necessary and none of the criteria for a subsequent EIR or MND is met.
3. **New Information Identifying New Mitigation:** This applies where incorporation of

mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact”. The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

4. **New Information Showing Greater or New Impacts:** There is substantial evidence that new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the MND was certified, shows 1) the project will have one or more significant effects not discussed in the Final EIR; or 2) significant effects previously examined will be substantially more severe than shown in the Final EIR.

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

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

1. Tiered Documents

As permitted in CEQA Guidelines Section 15152(a), the analysis of general matters contained in a Program EIR (such as one prepared for a general plan or policy statement) are used to tier from for later Project EIRs and negative declarations for specific development projects. The Program EIR is incorporated by reference and used to identify potential impacts of the proposed later development project.

Tiering is defined in CEQA Guidelines Section 15385 as follows:

“Tiering” refers to the coverage of general matters in broader EIRs (such as on general plans or policy statements) with subsequent narrower EIRs or ultimately site-specific EIRs incorporating by reference the general discussions and concentrating solely on the issues specific to the EIR subsequently prepared. Tiering is appropriate when the sequence of EIRs is:

- (a) From a general plan, policy, or program EIR to a program, plan, or policy EIR of lesser scope or to a site-specific EIR;
- (b) From an EIR on a specific action at an early stage to a subsequent EIR or a supplement to an EIR at a later stage. Tiering in such cases is appropriate when it helps the Lead Agency to focus on the issues which are ripe for decision and exclude from consideration issues already decided or not yet ripe.

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

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

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

“Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent

with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to effects which:

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

For this document, the City of Lake Elsinore East Lake Specific Plan Amendment No. 11 Project (SPA 2016-02) Final EIR (SCH No. 2016111029) is being tiered from. The Final EIR includes evaluation of each of the CEQA topic areas, identifies conditions of approval that are required for development of the Specific Plan area, and includes a Mitigation Monitoring and Reporting Program (MMRP) that identifies required mitigation for development of the project site.

Also, the “City of Lake Elsinore General Plan Update Final Recirculated Program Environmental Impact Report” certified December 13, 2011 (SCH #2005121019) serves as the broader document, since it analyzes the entire City area, which includes the proposed project site. However, as discussed, site-specific impacts, which the broader document (City of Lake Elsinore General Plan Update Final Recirculated Program Environmental Impact Report) cannot adequately address, may occur for certain issue areas. This document, therefore, evaluates each environmental issue alone and will rely upon the analysis contained within the East Lake Specific Plan Final EIR and the Lake Elsinore General Plan Final EIR.

2. Incorporation by Reference

A CEQA document 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. (CEQA Guidelines Section 15150[a])

Incorporation by reference is a procedure for reducing the size of CEQA document and is most appropriate for including long, descriptive, or technical materials that provide general background information, but do not contribute directly to the specific analysis of the project itself. This procedure is particularly useful when an EIR or Negative Declaration relies on a broadly-drafted EIR for its evaluation of cumulative impacts of related projects (*Las Virgenes Homeowners Federation v. County of Los Angeles* [1986, 177 Ca.3d 300]). If an EIR or Negative Declaration relies on information from a supporting study that is available to the public, the EIR or Negative Declaration cannot be deemed unsupported by evidence or analysis (*San Francisco Ecology Center v. City and County of San Francisco* [1975, 48 Ca.3d 584, 595]). When an EIR or Negative Declaration incorporates a document by reference, the incorporation must comply with CEQA Guidelines Section 15150 as follows:

- Where part of another document is incorporated by reference, such other document shall be made available to the public for inspection at a public place or public building. The EIR or Negative Declaration shall state where the incorporated documents will be available for inspection. At a minimum, the incorporated document shall be made available to the public in an office of the Lead Agency. (CEQA Guidelines Section 15150[b])
- The incorporated part of the referenced document shall be briefly summarized where possible or briefly described if the data or information cannot be summarized. The relationship between the incorporated part of the referenced document and the EIR shall be described. (CEQA Guidelines Section 15150[c])

- This document must include the State identification number of the incorporated document (CEQA Guidelines Section 15150[d]).

3. Documents Incorporated by Reference/Technical Studies

a. The following documents are hereby incorporated by reference:

- City of Lake Elsinore General Plan Update Final Recirculated Program Environmental Impact Report (“General Plan EIR”) (SCH #2005121019), certified December 13, 2011. The General Plan EIR, from which this document is tiered, addresses the entire City of Lake Elsinore and provides background and inventory information and data which apply to the project site. Incorporated information and/or data will be cited in the appropriate sections.
- City of Lake Elsinore East Lake Specific Plan Amendment No. 11 Project that was adopted by the City on November 11, 2017. The Specific Plan is intended to provide for the orderly and efficient development of the area. It provides the type, location, intensity and character of development, along with the infrastructure to support the planned land uses. The project’s compliance with the incorporated Specific Plan will be cited in the appropriate sections.
- City of Lake Elsinore East Lake Specific Plan Amendment No. 11 Project Final EIR (Final EIR) (SCH No. 2016111029), was adopted by the City on November 11, 2017. The Final EIR identifies conditions of approval that are required for development of the Specific Plan area and includes a Mitigation Monitoring and Reporting Program (MMRP) that identifies required mitigation for development of the Specific Plan area.

b. Various technical reports have been prepared to assess specific issues that may result from the construction and operation of the proposed project. As relevant, information from these technical reports has been incorporated into this CEQA Exemption Study. The following technical reports are included as appendices to this CEQA Exemption Study:

(List of Technical Studies used in the preparation of this CEQA Exemption Study.)

Appendix A: *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, prepared by EPD Solutions, Inc.

Appendix B: *General Biological Assessment*, prepared by Hernandez Environmental Services.

Appendix C: *Regional Conservation Authority Joint Project Review Findings*

Appendix D: *Phase I Cultural Resources Survey*, prepared by Brian F. Smith and Associates, Inc.

Appendix E: *Geotechnical Investigation*, 2017 and *Geotechnical Update*, 2022, prepared by Sladden Engineering, Inc.

Appendix F: *Paleontological Assessment*, prepared by Brian F. Smith and Associates, Inc.

Appendix G: *Phase I Environmental Site Assessment*, prepared by Sladden Engineering, Inc.

Appendix H: *Preliminary Hydrology Study*, prepared by Wilson Mikami Corporation

Appendix I: *Project Specific Water Quality Management Plan*, prepared by Wilson Mikami

Corporation

Appendix J: *Noise and Vibration Impact Analysis*, prepared by LSA Associates, Inc.

Appendix K: *Transportation Impact Analysis*, prepared by EPD Solutions, Inc.

Appendix L: *Vehicle Miles Traveled Analysis*, prepared by EPD Solutions, Inc.

c. The above-listed documents and technical studies are available for review at:

City of Lake Elsinore
Planning Division
130 S. Main Street
Lake Elsinore, California 92530

Hours: Mon-Thurs: 8 a.m. - 5 p.m.
Friday: 8 a.m. - 4 p.m.
Closed Holidays

II. PROJECT DESCRIPTION

A. PROJECT LOCATION AND SETTING

Project Location

The 17.21-acre project site is located adjacent to and west of Mission Trail, across from Lemon Street, Lewis Street, and Victorian Lane in the southeastern portion of the City of Lake Elsinore. The project site is located to the west of Interstate 15 (I-15), as shown in Figure 1, *Regional Location*. Local access to the site is provided by I-15 and the Bundy Canyon Road interchange, and then Bundy Canyon Road east to Mission Trail. Within the City, Mission Trail is the arterial roadway that provides access to the project site.

The project site consists of three parcels with the following Assessor's Parcel Numbers (APNs): 370-050-019, -020, and -032. The site is located in Section 21 and 22, Township 6 South, Range 4 West as shown on the Lake Elsinore, California 7.5-minute U.S. Geologic Survey (USGS) topographic map.

The site is bound by Mission Trail to the east, vacant land to the north and south of the site, and a motorsport park to the west, as shown in Figure 2, *Local Vicinity*.

Existing Project Site

The elevation of the site is approximately 1,259 to 1,286 feet above mean sea-level and the topography of the site is relatively flat. The project site is currently vacant and undeveloped. The site is dominated by non-native ruderal vegetation as shown in Figure 3, *Aerial View of the Site and Vicinity*.

Existing General Plan and Specific Plan Designations

The project site is located within Planning Area 2 of the East Lake Specific Plan. The project site has a General Plan Land Use designation of East Lake Specific Plan and an East Lake Specific Plan designation of Action Sports, Tourism, Commercial and Recreation with a Mixed Use Overlay. The Action Sports, Tourism, Commercial and Recreation Specific Plan designation provides for a wide range of extreme action sports and accessory manufacturing, service and retail uses. The East Lake Specific Plan Mixed Use Overlay allows for development residential and commercial uses.

Surrounding Land Uses, General Plan and Zoning Designations

The project site is located within a developed and urbanizing area. The project site is bound by Mission Trail, which is an arterial roadway, a motorsports park, light industrial, commercial, and residential development:

North: Area to the north of the project site includes vacant parcels.

West: Area to the west of the project site includes the Lake Elsinore Motorsports Park.

South: Area to the south of the project site includes vacant parcels followed by light industrial uses.

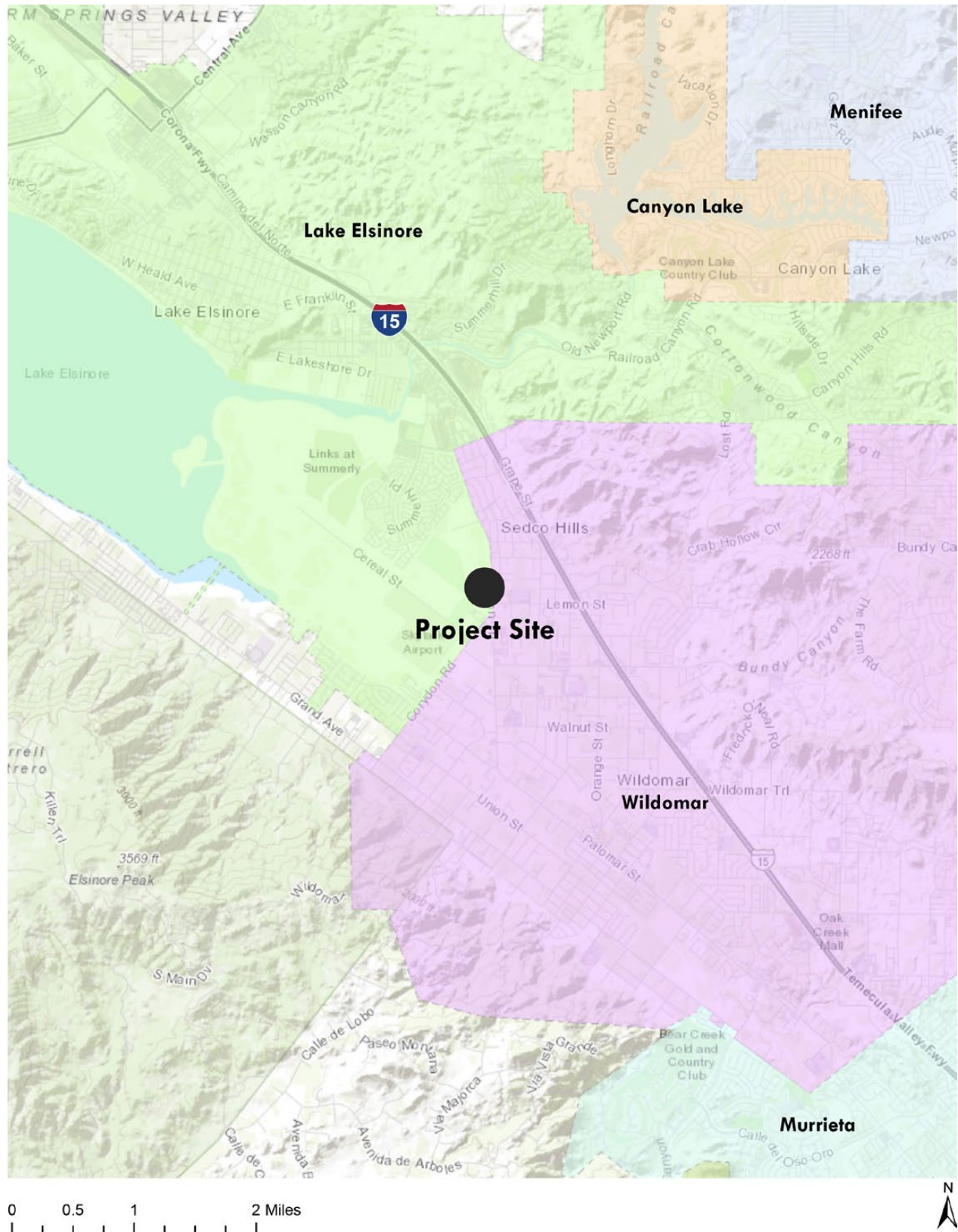
East: Mission Trail is adjacent to the east of the site followed by light industrial/commercial and residential uses. Lands on the east side of Mission Trail, across from the project site are within the City of Wildomar.

The land uses surrounding the project site are described in Table 1 along with the General Plan Land Use and zoning designations.

Table 1: Surrounding Existing Land Use and Zoning Designations

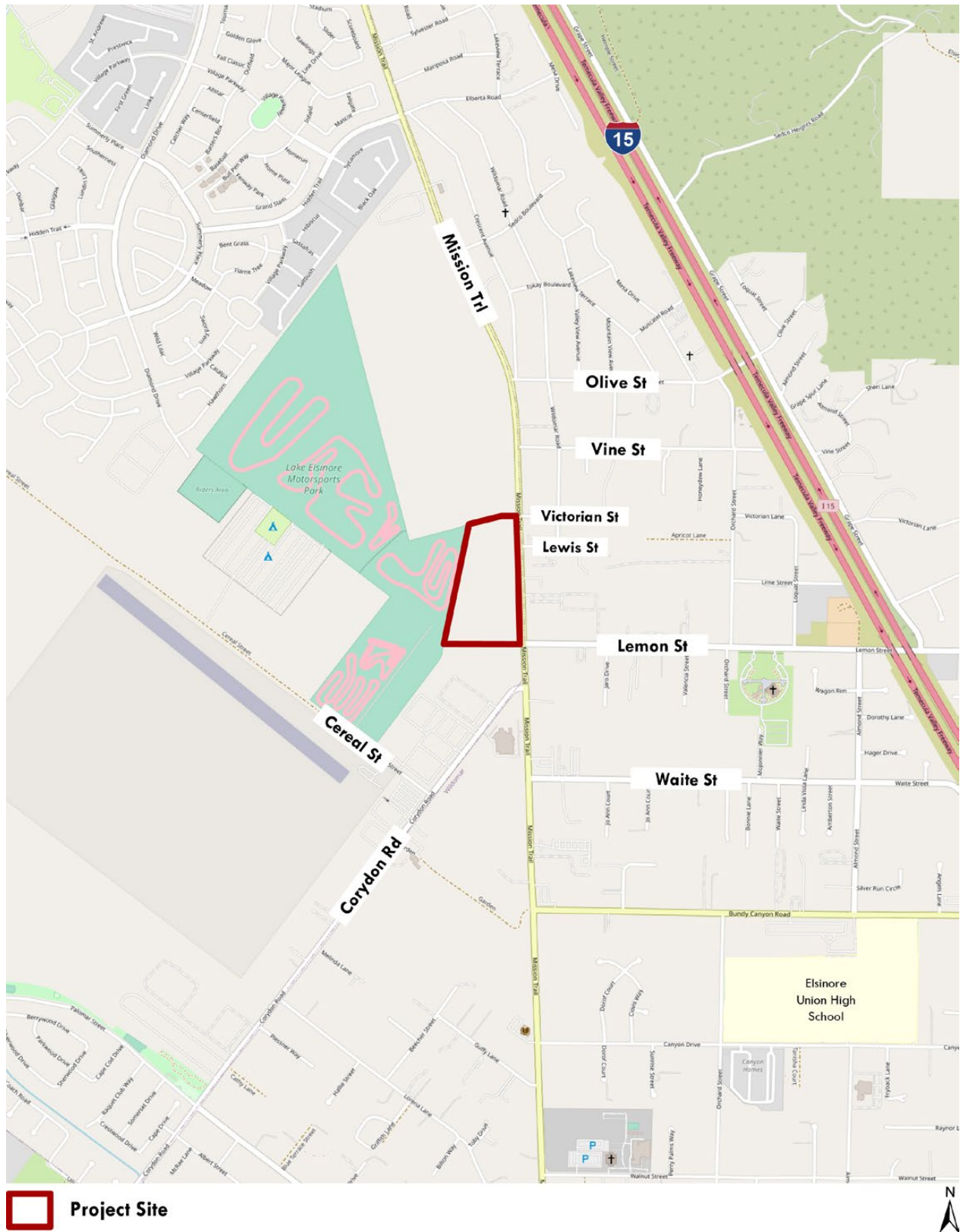
	Existing Land Use	General Plan Designation	Zoning Designation
North	Vacant land	East Lake Specific Plan (ELSP)	ELSP - Action Sports, Tourism, Commercial and Recreation with a Mixed Use Overlay
West	Lake Elsinore Motorsports Park	East Lake Specific Plan (ELSP)	ELSP - Action Sports, Tourism, Commercial and Recreation with a Light Industrial Overlay
South	Vacant Land	East Lake Specific Plan (ELSP)	ELSP - Action Sports, Tourism, Commercial and Recreation with a Mixed Use Overlay
East	Mission Trail followed by light industrial, commercial, and residential	City of Wildomar General Commercial and Single-Family Residential	City of Wildomar General Commercial and Single-Family Residential

Regional Location



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Local Vicinity



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Aerial View



Mission Trail Residential
City of Lake Elsinore

Figure 3

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B. PROJECT DESCRIPTION

Development Summary

The project includes a Tentative Tract Map (TTM) to subdivide an approximately 17.21-acre site into one approximately 16.98-acre lot for condominium purposes. The proposed project would develop the project site with 191 two-story residential units, onsite roadways, parking, recreation areas, and infrastructure. The proposed site plan provided as Figure 4, *Conceptual Site Plan*.

The residences would range in size from approximately 1,323 square feet to approximately 2,146 square feet and include 7 different two-story floor plan options that would be arranged in clusters of 6 and 8, identified as the 6-pack and 8-pack plans below in Tables 2 and 3. Minor adjustments may occur as the project is processed through the City.

Table 2: Proposed 6-Pack Residence Plan Options

Plan 1	Plan 2	Plan 3
1,631 square feet	1,779 square feet	2,146 square feet
3 Bedrooms	3 Bedrooms	5 Bedrooms
2.5 Bathrooms	2 Bathrooms	4 Bathrooms
2 Car Garage	2 Car Garage	2 Car Garage

Table 3: Proposed 8-Pack Residence Plan Options

Plan 1	Plan 2	Plan 3	Plan 4
1,323 square feet	1,599 square feet	1,756 square feet	1,918 square feet
3 Bedrooms	3 Bedrooms	3 Bedrooms	4 Bedrooms
2 Bathrooms	2.5 Bathrooms	2.5 Bathrooms	4 Bathrooms
2 Car Garage	2 Car Garage	2 Car Garage	2 Car Garage

Architectural Design

The proposed two-story residential structures would be designed with Modern Farmhouse, Santa Barbara, and French Country architectural elements, multi-level rooflines, and an earth tone color scheme. The residences would incorporate stucco finishes, tiled roofs, front porches, and decorative windows and doors in the exterior design. The tallest roofline of the two-story residences would be approximately 27-feet 9-inches in height. Figures 5 through 11, illustrate the proposed exterior elevations.

Solar Panels

Consistent with the CA Building Energy Efficiency Standards (Title 24 Part 6), the project would include photovoltaic (PV) solar panels on the rooftop of each residence to offset its energy demand.

Walls, Fences, and Gates

The project proposes 6-foot-high concrete masonry unit walls along the north, south, and east sides of the site, and an 8-foot-high concrete masonry unit wall to be constructed along the western boundary of the site that is adjacent to the Motorsports Park. Pedestrian and vehicular entry gates would be 6-foot-high metal rolling security gates at the project driveway at Mission Trail. Residences and private exterior spaces would be separated by rear and side yard 6-foot-high vinyl fences. Figure 12, *Fence and Wall Plan*, provides the proposed fence and wall plan.

Back Basin Setback

The northwestern corner of the project site contains 0.15 acre located below the CDFW jurisdictional elevation of 1,265 feet AMSL and is associated with the back basin of Lake Elsinore. The project has been

designed to be setback from this area.

Circulation

As depicted in Figure 6, *Conceptual Site Plan*, the project would develop two (2) gated driveways to the project site; one (1) on Mission Trail with a right-in right-out access, and one (1) on Lemon Street with full access. An approximately 46-foot-wide main driveway with a landscaped median would be located along Mission Trail, at the center of the site frontage; and the secondary driveway along Lemon Street would be approximately 40-foot-wide. The proposed 40-footwide onsite roadway would circle the site and 24 and 26-foot-wide driveways would provide access to each garage and parking space. The project would include sidewalks throughout the project site. The project includes half-width roadway improvements to Mission Trail to improve the roadway to meet the City's urban arterial standard along the project frontage, which includes sidewalks and a Class II bicycle lane.

Parking

The proposed project would provide garage, driveway, and open guest parking. Each residence would have a two-car garage. The project would also provide 204 driveway spaces and 127 open common parking spaces. In total the project would provide 713 spaces, which equates to 3.73 parking spaces per unit.

Recreation and Open Space

The project includes the development of 48,301 square foot recreation area on site that would include playground equipment, pool/spa, barbeque area, overhead trellis, turf areas, seating, sidewalks, restrooms, drinking fountains, showers, bocce ball court, fitness equipment, shade structures, table and chairs. Figure 13, *Recreation and Open Space Plan*.

Landscaping

Landscaping proposed as part of the project would consist of ornamental trees, vines, shrubs, and groundcovers throughout the common areas of the development, such as along roadways, common walls, site boundary, and the open space/recreation areas. Trees would be installed along the proposed sidewalks throughout the project site and along Mission Trail. The entrance to the project site would have a landscaped median and decorative landscaping. Figure 14, *Conceptual Landscape Plan*, illustrates the proposed landscaping. The landscape plan would be consistent with the Water Efficient Landscape Requirements (Municipal Code Chapter 19.08).

Lighting

Outdoor lighting included as part of project would be typical of residential uses and would consist of wall-mounted lighting as well as pole-mounted lights along the proposed internal roadways. Nighttime lighting would be used as accent/security lighting in the open space/recreation areas. All of the project's outdoor lighting would be directed downward and shielded to minimize off-site spill. The location of all exterior lighting would comply with lighting standards established in the City's Municipal Code.

Infrastructure Improvements

Water and Sewer

The proposed project would install onsite water lines that would provide water supplies to each residence and all of the landscaping areas and would connect to existing infrastructure within Mission Trail. The project would also install onsite sewer lines that would connect to each residence and to the existing sewer line in Mission Trail.

Drainage

The drainage from the proposed project would surface drain to several catch basins and bio-treatment units and be routed to an underground detention basin that would be installed under the proposed recreation area. From the detention basin runoff would be conveyed to a proposed storm drain within Mission Trail that

would connect the project site to the existing Riverside County Flood Control District 84-inch storm drain located in Vine Avenue.

CONSTRUCTION

Construction activities include excavation, grading, and re-compaction of soils; utility and infrastructure installation; building construction; roadway pavement; and architectural coatings. Excavation and grading would occur to a minimum depth of 3 feet below existing grade and is expected to require a cut of 24,000 cubic yards (cy), a fill of 21,690 cy, and a 10 percent shrinkage of 2,410 cy, which would result in a balance of onsite soils. No import or export of soils would be required for the project. Construction activities are anticipated to last 11 months and would occur within the hours allowable by the City of Lake Elsinore Municipal Code Section 17.176.080, which prohibits construction activities between the hours of 7:00 p.m. and 7:00 a.m. or at any time on weekends or on holidays.

Table 4: Construction Schedule

Construction Phase	Working Days
Site Preparation	10
Grading	30
Building Construction	300
Paving	20
Architectural Coating	30

DISCRETIONARY APPROVALS AND PERMITS

The following discretionary approvals and permits are anticipated to be necessary for implementation of the proposed project:

CITY OF LAKE ELSINORE

- Tentative Tract Map
- Design Review Approval
- Grading Permits
- Water Quality Management Plan (WQMP) and Storm Water Storm Water Pollutant and Prevention Plan (SWPPP)

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Conceptual Site Plan



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6-Pack Plan 1 3D Perspectives



PLAN 1 FRENCH COUNTRY



PLAN 1 MODERN FARMHOUSE



PLAN 1 SANTA BARBARA

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6-Pack Plan 2 3D Perspectives



PLAN 2 FRENCH COUNTRY



PLAN 2 MODERN FARMHOUSE



PLAN 2 SANTA BARBARA

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6-Pack Plan 3 3D Perspectives



PLAN 3 FRENCH COUNTRY



PLAN 3 MODERN FARMHOUSE



PLAN 3 SANTA BARBARA

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8-Pack Plan 1 3D Perspectives



PLAN 1 FRENCH COUNTRY



PLAN 1 MODERN FARMHOUSE



PLAN 1 SANTA BARBARA

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8-Pack Plan 2 3D Perspectives



PLAN 2 FRENCH COUNTRY



PLAN 2 MODERN FARMHOUSE



PLAN 2 SANTA BARBARA

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8-Pack Plan 3 3D Perspectives



PLAN 3 FRENCH COUNTRY



PLAN 3 MODERN FARMHOUSE



PLAN 3 SANTA BARBARA

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8-Pack Plan 4 3D Perspectives



PLAN 4 FRENCH COUNTRY



PLAN 4 MODERN FARMHOUSE



PLAN 4 SANTA BARBARA

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Fence and Wall Plan



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Recreation and Open Space Plan



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Conceptual Landscape Plan



Mission Trail Residential
City of Lake Elsinore

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III. ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. **Project Title:** Mission Trail Residential Project
2. **Lead Agency Name and Address:** City of Lake Elsinore, 130 South Main Street, Lake Elsinore, CA 92530
3. **Contact Person and Phone Number:** Carlos Serna, Associate Planner, (951) 674-3124, ext. 916
4. **Project Location:** See project location and setting in Section II.A, *Project Location and Setting*, above.
5. **Project Sponsor's Name and Address:** Brett Crowder, Coastal Commercial Properties, 1020 2nd Street, Encinitas, CA 92024
6. **General Plan Designation:** East Lake Specific Plan
7. **Zoning:** East Lake Specific Plan designation of Action Sports, Tourism, Commercial and Recreation with a Mixed Use Overlay
8. **Description of Project:** See project description in Section II.B, *Project Description*, above.
9. **Surrounding Land Uses and Setting:** See project location and setting in Section II.A, *Project Location and Setting*, above.
10. **Other Public Agencies Whose Approval is Required:** The project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction of Land Disturbance Activities (State Water Resources Control Board [SWRCB] Order No. 2009-0009-DWQ, NPDES No. CA2000002), in addition to related City requirements for storm water and erosion control; South Coast Air Quality Management District (SCAQMD) Permit to Operate; Western Riverside County Regional Conservation Authority Joint Project Review.
11. **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 confidentiality, etc.?**

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on “tribal cultural resources” with significant environmental impacts (Public Resources Code [PRC] § 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project’s potential impact to a tribal cultural resource. In addition, AB 52 requires that lead agencies, upon request of a California Native American tribe, begin consultation prior to the release of a negative declaration, mitigated negative declaration, or EIR for a project. AB 52 does not apply to a Notice of Exemption or Addendum. The East Lake Specific Plan Final EIR mitigation measure for cultural resources includes measures to address the potential for uncovering tribal cultural resources (TCRs) or other tribal-affiliated resources during construction of the project. Please see Sections V, *Cultural Resources*, and XVIII, *Tribal Cultural Resources*, of this Environmental Checklist for more detail.

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a greater significant effect than identified in the previous MND, as indicated by the checklist on the following pages.

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

C. DETERMINATION

On the basis of this initial evaluation

- ☐ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR adequately discusses the potential impacts of the project without modification.
- ☒ This CEQA Exemption Study concludes that none of the conditions or circumstances that would require preparation of a subsequent or supplemental MND or EIR pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162 exists in connection with the design of the Project. The project is consistent with the East Lake Specific Plan. No substantial changes have been proposed to the project described in the East Lake Specific Plan or EIR that require major revisions to the Final EIR or require preparation of an EIR. No new significant environmental effects or substantial increase in the severity of previously identified significant environmental effects would occur. The CEQA Exemption Study also indicates that there have not been any substantial changes with respect to the circumstances under which development of the project site, including the project, would be undertaken that would require major revisions to the Final EIR or require preparation of an EIR. The CEQA Exemption Study also concludes that no new information of substantial importance, which was not known and could not have been known at the time that the EIR was certified, shows that the project would cause or substantially worsen significant environmental impacts discussed in the EIR.
- ☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new

information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a Subsequent EIR is required.

- ☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a Supplemental EIR is required.
- ☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3) such as one or more significant effects not discussed in the previous EIR. Therefore, a Subsequent EIR is required.

Carlos Serna, Associate Planner

Date

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. AIR QUALITY. Where available, significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. BIOLOGICAL RESOURCES. Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VI. ENERGY. Would the project:					
a) Result in potentially significant	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
project area?					
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
control plan or sustainable groundwater management plan?					
XI. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. MINERAL RESOURCES. Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 other applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. POPULATION AND HOUSING. Would the project:					
a) Induce substantial unplanned population growth in an area, either	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public services/facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
intersections) or incompatible uses (e.g., farm equipment)?					
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVIII. TRIBAL CULTURAL RESOURCES. 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:					
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. ENVIRONMENTAL ANALYSIS

This section provides a summary of the Specific Plan impacts identified in the Final EIR, compares them to the proposed project, and identifies if any new impact would result. A complete list of the reference sources applicable to the following source abbreviations is contained in Section VII, *References*, of this document.

I. AESTHETICS

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR describes that scenic vistas visible from the Specific Plan area include distant views of the Cleveland National Forest to the south, Santa Ana Mountains to the southwest, and the higher elevation hills to the north and east of the Specific Plan area. The Final EIR describes the character of the area would change from its current undeveloped character with scattered vegetation to residential, commercial, and active recreation uses. The EIR describes that development of the area would alter views of the site but would not result in a substantial degradation or change in character of those views.

The Final EIR describes that building heights within the Specific Plan area would not exceed 35-45 feet maximum depending on the land use; however, up to four hotels could be built with maximum permitted height of up to 90 feet (six stories). The EIR determined that no impacts are anticipated to occur to public scenic vistas would be less than significant.

The EIR determined that the Specific Plan area is not located within a State Scenic Highway. However, the I-15 Freeway, is an “eligible state scenic highway—not officially designated.” The I-15 is located approximately 0.5 mile north and east of the Specific Plan area. The EIR determined that views of the natural features along the freeway corridor would not be impacted by the Project. Overall, the EIR determined that impacts would be less than significant with implementation of the lighting related mitigation measure listed below.

East Lake Specific Plan Final EIR Mitigation Measures

MM AES-1 Any lights used to illuminate the parking areas, driveways, and other exterior or interior areas of the Project, shall be designed and located so that direct lighting is confined to the subject property. The applicant/developer shall submit photometric lighting plans for each commercial, multi-family, and recreational project. Directional lighting shall be a minimum intensity (wattage) of one foot-candle, or as otherwise necessary, for public safety.

Project Applicability: MM AES-1 is applicable to the proposed project and would be implemented as part of the development permitting process. This measure would be included in the MMRP for the proposed project.

Impacts Associated with the Proposed Project

a) Have a substantial adverse effect on a scenic vista? (No New Impact.)

Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. A scenic vista can be impacted in 2 ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors

or “vista” of the scenic resource. Important factors in determining whether the proposed project would block scenic vistas include the project’s proposed height, mass, and location relative to surrounding land uses and travel corridors.

The most notable aesthetic resource in the City of Lake Elsinore is Lake Elsinore itself, a 3,000-acre natural lake. The City’s aesthetic setting is characterized by urbanized development of various densities occurring within varied topographical features and interspersed with undeveloped natural areas around the lake. Scenic vistas within and surrounding the City include the lake and Cleveland National Forest mountains and ridgelines.

The project site is not within the scenic vista of the lake or the mountains. The site is located 2 miles from the lake and approximately 2 miles from the closest mountain hillside. In addition, the site is within a developing area adjacent to an arterial roadway. Therefore, the site is not located within a scenic vista, and the proposed project would not encroach into a scenic vista.

Consistent with the Specific Plan overlay designation, the proposed project would develop the site with residential structures that would be two-stories (a maximum of 27-feet) in height and consistent with the Specific Plan regulations related to size and location of structures (as detailed in response I.c, below). The proposed project would be setback from Mission Trail and would not encroach into a scenic vista from a public location. Thus, no new impacts related to scenic vistas would occur with implementation of the proposed project.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (No New Impact.)

The State Scenic Highway System includes a list of highways that are either currently designated or eligible for designation as scenic highways. The California Department of Transportation (Caltrans) identifies SR-74 as eligible for listing as state scenic highways, but it is not officially designated. The project site is located 5.5 miles from SR-74, and not within the view corridor of SR-74 due to the existing intervening development. Also, the project site is vacant and undeveloped and does not include any scenic resources. The project includes landscaping and decorative wall treatments along Mission Trail to improve views of the site. Therefore, the project would not result in new impacts related to scenic resources within a state scenic highway.

(Sources: East Lake Specific Plan Amendment Number 11 Project Final EIR, Section 5.1, *Aesthetics*, 2017; City of Lake Elsinore General Plan and General Plan EIR, Section 3.3, *Aesthetics*, 2011; California State Scenic Highway System Map, Accessed:

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>
a)

c) In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from 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? (No New Impact.)

The project site is located within an urbanized area that is adjacent to roadways, residential, light industrial, and commercial development. The project site and surrounding area is planned for development by the East Lake Specific Plan. The project site is undeveloped and vacant, except for non-native ruderal vegetation. The existing character of the development portion of the site is neither unique nor of special aesthetic value or quality.

The project would develop this area to provide 191 new residences with recreation areas and open space areas, which would be consistent with the Specific Plan allowable uses. The project would also landscape the front of the site along Mission Trail to enhance the existing visual character and quality of public views of the site from the arterial roadway.

General Plan. The project site has a General Plan Land Use designation of East Lake Specific Plan and an East Lake Specific Plan designation of Action Sports, Tourism, Commercial and Recreation with a Mixed Use Overlay. The project would be consistent with the General Plan policies related to scenic quality, as shown in Table AES-1. Therefore, conflicts with General Plan regulations governing scenic quality would not occur.

Table AES-1: Project Consistency with General Plan Scenic Goals and Policies

General Plan Policy	Project Consistency
Policy 11.1 For new developments and redevelopment, encourage the maintenance and incorporation of existing mature trees and other substantial vegetation on the site, whether naturally-occurring or planted, into the landscape design.	Consistent. The proposed project does not contain existing mature trees and other substantial vegetation on the site. However, the project includes installation of new ornamental trees and other landscaping throughout the project site, as shown in Figure 14, <i>Conceptual Landscape Plan</i> . Therefore, the project would be consistent with Policy 11.1.
Policy 11.2 Maintain and improve the quality of existing landscaping in parkways, parks, civic facilities, rights-of-ways, and other public open areas.	Consistent. The proposed project includes installation of new landscaping throughout the project site, within the open space recreation area, and along Mission Trail, as shown in Figures 14, <i>Conceptual Landscape Plan</i> . Therefore, the project would be consistent with Policy 11.2.
Policy 11.3 Where appropriate, encourage new planting of native and/or non-invasive ornamental plants to enhance the scenic setting of public and private lands.	Consistent. The proposed project includes installation of non-invasive ornamental plants to enhance the scenic setting of public and private lands as shown in Figure 14, <i>Conceptual Landscape Plan</i> . Therefore, the project would be consistent with Policy 11.3.

(Sources: City of Lake Elsinore General Plan and General Plan EIR, Section 3.3, *Aesthetics*, 2011, and East Lake Specific Plan Amendment Number 11 Project Final EIR, Section 5.1, *Aesthetics*, 2017)

East Lake Specific Plan. The project site has East Lake Specific Plan designation of Action Sports, Tourism, Commercial and Recreation with a Mixed Use Overlay. The Action Sports, Tourism, Commercial and Recreation Specific Plan designation provides for a wide range of extreme action sports and accessory manufacturing, service and retail uses. The East Lake Specific Plan Mixed Use Overlay allows for development residential and commercial uses.

As shown Table AES-2, the proposed project meets the Specific Plan development standards for detached residential. Therefore, a conflict with the Specific Plan development standards would not occur. Overall, the project would not conflict with applicable zoning and other regulations governing scenic quality, and the proposed project would not degrade the visual character of the project site and surrounding area. No new impacts would occur.

Table AES-2: Consistency with East Lake Specific Plan Mixed Use Development Standards for Detached Residential

Development Criteria	Standard	Provided
Density	Up to 18 du/ac	11.3 du/ac
Setbacks (ft)		
• Front- Living Area to Public Drive	10 ft.	10 ft.
• Front- Porch	10 ft.	10 ft.
• Front- Garage, Straight-in Drive	18 ft.	19 ft.
• Front- Rear Ally/Street Loaded Garage	5 ft.	5 ft.
• Side- Main Dwelling	5 ft.	5 ft.
• Side – Garage	5 ft.	5 ft.
• Rear	10 ft.	10 ft.
• Corner Side- Private Street	10 ft.	10 ft.
Separation Between Buildings (ft)		
• Garage Face to Garage Face	28 ft.	30 ft.
• Bldg. Side to Rear	8 ft.	10 ft.
• Bldg. Rear to Rear	15 ft. for one-story building, plus 5 ft. additional ft. for each additional story	20 ft.
Lot Coverage (%)	70 ft.	42 ft.
Building Height (ft.)	40 ft. maximum	27-ft 9-inches
Driveway in front of garage door	18 ft. minimum length	19 ft.
Private Street Width	40 ft. maximum	36 ft.
Garage Access Alley/Street Width		
• Building heights up to 25 feet	24 ft. with no on-street/alley parking allowed	24 ft.

(Source: City of Lake Elsinore East Lake Specific Plan)

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (No New Impact.)

The project site is vacant and generally undeveloped, and light is not generated on the site. However, the project site is located along Mission Trail, which is an arterial roadway, adjacent to residential and commercial uses, and located across the street from, residential and commercial uses. Existing sources of light in the vicinity of the project site includes security lighting, landscape lighting, and roadway lighting at intersections, and lighting from building interiors that pass-through windows.

The proposed project would include the provision of nighttime lighting for security purposes around all of the residences, recreation areas, and at the project driveway entrance at Mission Trail, which would contribute additional sources to the overall ambient nighttime lighting conditions. However, all outdoor lighting would be hooded, appropriately angled away from adjacent land uses. Pursuant to the **Final EIR Mitigation Measure MM AES-1**, the project shall include photometric lighting plans as part of project plans, which would ensure that lighting is focused downward and onsite. The lighting increase in light that would be generated by the project would not adversely affect day or nighttime views in the area. Overall, no new lighting impacts would occur.

Reflective light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Generally, darker or mirrored glass would have a higher visible light reflectance than clear glass. Buildings constructed of highly reflective materials from which the sun reflects at a low angle can cause adverse glare. The proposed project would not use highly reflective surfaces, or glass sided buildings. Although the residences would contain windows, the windows would be separated by stucco and architectural elements, which would limit the potential of glare. In addition, as

described previously, onsite lighting would be angled down and shielded, which would avoid the potential on onsite lighting to generate glare. Therefore, the project would not generate substantial sources of glare, and no new impacts would occur.

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

(Sources: City of Lake Elsinore East Lake Specific Plan. Accessed: <http://www.lake-elsinore.org/home/showdocument?id=20871>; East Lake Specific Plan Amendment Number 11 Project Final EIR, Section 5.1, *Aesthetics*, 2017; City of Lake Elsinore Municipal Code)

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding aesthetics. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Mitigation Measures: No new mitigation measures are required.

II. AGRICULTURE AND FORESTRY RESOURCES

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR determined that the project site is not classified as either Prime Farmland, Unique Farmland or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program of the California Resources Agency. The Final EIR also describes that the project site is not under a Williamson Act contract and the project site is not utilized for agricultural cultivation. The Final EIR determined that no impacts related to agriculture and forestry resources would occur from implementation of the East Lake Specific Plan.

East Lake Specific Plan Final EIR Mitigation Measures

None.

Impacts Associated with the Proposed 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? (No New Impact.)**

The California Department of Conservation Important Farmland mapping identifies the project site and surrounding areas as Urban and Built-Up Land. No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is located on or adjacent to the project site. Therefore, impacts related to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would not occur.

(Sources: East Lake Specific Plan Amendment Number 11 Project Final EIR, Section 4.0, *Impacts Determined to be Less than Significant*, 2017; California Department of Conservation Important Farmland Mapping, Accessed: <https://maps.conservation.ca.gov/DLRP/CIFF/>)

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

The project site has a General Plan Land Use designation of East Lake District Specific Plan and an East Lake Specific Plan designation of Action Sports, Tourism, Commercial and Recreation with a Mixed Use Overlay. The project site is surrounded by areas designated by the Specific Plan for the same uses. No agricultural zoning is located in the vicinity of the project site and no parcels in the project vicinity have Williamson Act contracts. Therefore, implementation of the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Thus, no new impact would occur.

(Sources: East Lake Specific Plan Amendment Number 11 Project Final EIR, Section 4.0, *Impacts Determined to be Less than Significant*, 2017; City of Lake Elsinore Zoning map, accessed: <http://www.lake-elsinore.org/home/showdocument?id=24603>; California Department of Conservation Important Farmland Mapping, Accessed: <https://maps.conservation.ca.gov/DLRP/CIFF/>)

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (No New Impact.)

The project site is located in an area that is void of forest land or timberland. In addition, the project site has a General Plan Land Use designation of East Lake District Specific Plan and an East Lake Specific Plan designation of Action Sports, Tourism, Commercial and Recreation with a Mixed Use Overlay. Also, the site is surrounded by areas designated by the Specific Plan for similar uses. Therefore, the project would not conflict with existing forest land, timberland, or zoning for forest or timberland uses. Thus, no new impact would occur.

(Sources: City of Lake Elsinore Zoning map, Accessed: <http://www.lake-elsinore.org/home/showdocument?id=24603>)

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

As described in the previous response, the project area is void of any forest land and is not zoned for forest uses. Thus, the project would not result in the loss of forest land or conversion of forest land to non-forest uses. No new impact would occur.

(Sources: City of Lake Elsinore Zoning map, Accessed: <http://www.lake-elsinore.org/home/showdocument?id=24603>)

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? (No New Impact.)

As described in the previous responses, the project area does not include and is not near any land zoned for farmland or forest land. The project would redevelop the vacant site for residential uses. As the project site is not used for agriculture and is within an area developed with and planned for urban uses, the development of the site with residences would not result in conversion of farmland to non-agricultural use. Thus, no new impact would occur.

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding agriculture and forestry resources. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Mitigation Measures: No mitigation measures are required.

(Sources: East Lake Specific Plan Amendment Number 11 Project Final EIR, Section 4.0, *Impacts Determined to be Less than Significant*, 2017; City of Lake Elsinore Zoning map, accessed: <http://www.lake-elsinore.org/home/showdocument?id=24603>; California Department of Conservation Important Farmland Mapping, Accessed: <https://maps.conservation.ca.gov/DLRP/CIFF/>)

III. AIR QUALITY

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR determined that buildout of the Specific Plan is consistent with the growth projections in the City's General Plan and within the allowable density provided by the zoning; and therefore, consistent with the AQMP, and that no impact would occur.

The Final EIR describes that the Specific Plan would be required to comply with Federal, State, and local laws and regulations to reduce emissions and control fugitive dust during construction. However, given the amount of developable land, possibility of construction activity overlap and potential for such activities to be within proximity of sensitive receptors; the Final EIR determined that emissions could reach levels above SCAQMD thresholds. Therefore, Mitigation Measures MM AQ-1 through MM AQ-5 were included to require each development project to reduce and/or minimize such air quality impacts; however, the Final EIR determined that it cannot be guaranteed that such measures would reduce impacts to less than significant; and that impacts would be significant and unavoidable.

East Lake Specific Plan Final EIR Mitigation Measures

MM AQ-1 Prior to approval of each new implementing development project within the East Lake Specific Plan, the applicant/developer shall demonstrate avoidance, to the extent possible, of significant impacts on air quality from construction activities through implementation of regulatory requirements and best management practices. Where project-specific analysis determines that air quality standards may be exceeded, mitigation measures that shall reduce the emissions to within air quality standards or to the greatest extent practicable shall be implemented. Project-specific analysis may be provided in the form of an air quality technical report, study, or memorandum. The mitigation measures shall include but not be limited to:

Dust Control

1. Apply soil stabilizers according to manufacturers' specifications to inactive areas (previously graded areas inactive for ten days or more).
2. Prepare a high wind dust control plan and implement plan elements and terminate soil disturbance when winds (as instantaneous gust(s)) exceed 25 mph.
3. Stabilize previously disturbed areas if subsequent construction is delayed.
4. Water actively graded surfaces 3 times per day.
5. Cover all stock piles with tarps if left undisturbed for more than 72 hours.
6. Replace ground cover in disturbed areas as soon as feasible.
7. Provide water spray during loading and unloading of earthen materials.
8. Install wheel washers, shaker plates and gravel where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
9. All streets shall be swept at least once a day using SCAQMD Rule 1186 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).
10. All trucks hauling dirt, sand, soil, or other loose materials are to be covered.
11. Appoint a construction relations officer to act as a community liaison concerning onsite construction activity including resolution of issues related to PM10 generation.

Exhaust Emissions

12. Require 90-day low-NOx tune-ups for off-road equipment.
13. Limit allowable idling to 5 minutes for trucks and heavy equipment.
14. Utilize equipment whose engines are equipped with diesel oxidation catalysts if available.
15. Utilize diesel particulate filter on heavy equipment where feasible.
16. Utilize Tier 4 off-road construction equipment. If Tier 4 off-road construction equipment is not available, require alternative fueled off-road equipment.
17. Configure construction parking to minimize traffic interference.
18. Use electricity from power poles rather than temporary diesel or gasoline power generators where connections are available.
19. Provide temporary traffic controls when activities encroach on active roadways, such as a flag person, during all phases of construction to maintain smooth traffic flow.
20. Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable.
21. Reroute construction trucks away from congested streets or sensitive receptor areas.

22. Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
23. Require the use of 2010 model year diesel haul trucks that conform to 2010 EPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export), and if 2010 model year or newer diesel haul trucks cannot be obtained, the City shall require use of trucks that meet EPA 2007 model year NOx emissions requirements. Example verification includes making this provision a part of the construction contractor's bid package, construction contract, or hauling permit.

Project Applicability: MM AQ-1 is applicable to the proposed project and would be implemented as part of the construction permitting process. This measure would be included in the MMRP for the proposed project.

MM AQ-2 Prior to approval of each new implementing development project within the East Lake Specific Plan that proposes new sensitive receptors and/or would be within 500 feet of sensitive receptors shall conduct an evaluation of human health risks and/or Localized Significance Threshold (LST) analysis to identify and reduce any potential health risks from construction and/or operation impacts to sensitive receptors. Sensitive receptors include residential, schools, day care facilities, congregate care facilities, hospitals, or other places of long-term residency. The thresholds to determine exposure to substantial pollution concentrations are: A Maximum Individual Cancer Risk (MICR) of greater than ten (10) in one million. For non-cancer risks, the threshold is a hazard index value greater than one (1). LST thresholds shall be those recommended by SCAQMD. LST analysis may be provided in the form of an air quality technical report, study, or memorandum. If the analysis demonstrates LST thresholds will not be exceeded, no additional mitigation shall be required. If the analysis demonstrates exceedance during temporary construction activities or long-term operations, additional mitigation measures shall be required through conditions of approval to reduce impacts to below thresholds. Additional measures may include but not be limited to the use of one or more of the following: reduced construction schedules, low-emitting construction equipment, particulate filters, temporary or permanent use of setbacks, screening, buffers and building ventilation filters.

Project Applicability: MM AQ-2 is applicable to the proposed project and has been completed as part of the *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, included as Appendix A.

MM AQ-3 Prior to issuance of a building permit for new implementing development projects within the East Lake Specific Plan, the applicant shall demonstrate that the following measures to conserve energy have been incorporated into building design:

1. Submit plans demonstrating that any new residential buildings achieve 15% energy efficiency above 2019 Title 24 for projects after 2020.
2. Submit plans demonstrating that any new commercial buildings shall include the following green building design features:
 - 2.1. Low-E and ENERGY STAR windows where feasible;
 - 2.2. High-efficiency lighting systems and incorporate advanced lighting

- controls, such as auto shut-offs, timers, and motion sensors;
- 2.3. High R-value wall and ceiling insulation; and,
- 2.4. Use of fluorescent lighting and/or LED lighting.
- 3. Require acquisition of new ENERGY STAR qualified appliances and equipment.
- 4. Implement passive solar design strategies in new construction. Examples of passive solar strategies include orienting building to enhance sun access, designing narrow structures, and incorporating skylights and atria.

Project Applicability: MM AQ-3 is applicable to the proposed project and would be implemented as part of the building permitting process. This measure would be included in the MMRP for the proposed project.

MM AQ-4 Prior to issuance of a building permit for new commercial, multi-family residential, and mixed-use implementing development projects within the East Lake Specific Plan, the applicant shall demonstrate on the landscaping plan that the following water and energy conservation measures have been incorporated:

- 1. Participation in green waste collection and recycling programs for landscape maintenance with designated green waste collection and storage areas and use of vendors that provide green waste collection and recycling services during operation of future development project;
- 2. Use of landscaping with low water requirements in accordance with the City of Lake Elsinore's Water Efficient Landscape Requirements Ordinance (Lake Elsinore Municipal Code Chapter 19.08);
- 3. Planting of trees or vegetation to shade buildings and thus reduce heating/cooling demand.

Project Applicability: MM AQ-4 is applicable to the proposed project and would be implemented as part of the building permitting process. This measure would be included in the MMRP for the proposed project.

MM AQ-5 Prior to issuance of a building permit for permit for new commercial, multi-family residential, and mixed-use implementing development projects within the East Lake Specific Plan, the applicant shall provide an exhibit demonstrating that the following measures have been incorporated to reduce reliance on single occupancy vehicles subject to City Engineer review and approval. These provisions shall be made a 'Condition of Approval' on implementing development applications:

- 1. Provide one or more secure dedicated shuttle drop-off point(s) and/or bus stop(s) at new Action Sports, Tourism, Commercial and Recreation facilities with connections to Malaga Drive, Lucerne Street or Cereal Street. Such areas should provide seating, signage, shelters and trash receptacles where spatially feasible.
- 2. Provide safe, appropriately lighted, and attractively landscaped physical linkages between land uses that encourage bicycling and walking as alternatives to driving through the provision of bike lanes and/or walking paths;
- 3. Off-street bicycle parking shall be distributed throughout the commercial areas of the East Lake Specific Plan and placed conveniently near building entrances

without obstructing pedestrian movement.

Project Applicability: MM AQ-5 is applicable to the proposed project and would be implemented as part of the building permitting process. This measure would be included in the MMRP for the proposed project.

Impacts Associated with the Proposed Project

This section is based on the *Air Quality, Energy, and Greenhouse Gas Impact Analysis* prepared for the proposed project that is provided in Appendix A. The project's construction and operational emissions were calculated using the California Emissions Estimator Model (CalEEMod) Version 2022.1. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify criteria pollutant and GHG emissions associated with construction and operations from a variety of land use projects. The results and conclusions of the report and calculations relative to pollutant emissions are summarized herein.

a) Conflict with or obstruct implementation of the applicable air quality plan? (No New Impact.)

The City is located within the South Coast Air Basin (SCAB) under the jurisdiction of SCAQMD. SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the SCAB. The AQMP is a series of plans adopted for the purpose of reaching short- and long-term goals for those pollutants the SCAB is designated as a 'nonattainment' area because the SCAQMD does not meet federal and/or state Ambient Air Quality Standards (AAQS) for certain pollutants. The land use and transportation control portions of the AQMP are based on the regional growth forecasts included in SCAG's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), which is a long-range transportation plan that uses growth forecasts to project trends over a 20-year period to identify regional transportation strategies to address mobility needs. Both the RTP/SCS and AQMP are based, in part, on projections originating with County and City General Plans. The two principal criteria for conformance to the AQMP are (1) whether a project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards; and (2) whether a project would exceed the assumptions in the AQMP.

The project site has General Plan land use designation of East Lake District Specific Plan and an East Lake Specific Plan designation of Action Sports, Tourism, Commercial and Recreation with a Mixed Use Overlay that provides for residential densities up to 18 dwelling units per acre. The proposed project includes 191 residential units within the 16.98-acre site resulting in 10.6 units per acre. Thus, the project would not exceed the allowable density of the Specific Plan land use. As a result, the development density of the proposed project would not exceed the assumptions in the AQMP and would not conflict with SCAQMD's attainment plans.

Also, as further described in Section XIV, *Population and Housing*, the 191 new residences would result in a 1.0 percent increase in residential units within the City. This limited level of growth would not exceed growth projections and would be consistent with the assumptions in the AQMP. In addition, emissions generated by construction and operation of the proposed project would not exceed thresholds. As described in the analysis below, the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation. Therefore, no new impacts related to conflict with the AQMP would result from the proposed project.

(Sources: *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, Appendix A)

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? (No New Impact.)

The SCAB has a non-attainment status for not meeting federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed project, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are listed in Table AQ-1. The SCAQMD's CEQA Air Quality Handbook methodology describes that any project that results in daily emissions that exceed any of these thresholds would have both an individually (project-level) and cumulatively significant air quality impact. If estimated emissions are less than the thresholds or reduced to below the thresholds with implementation of mitigation, impacts would be considered less than significant.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds¹

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NO _x	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550
Lead	3	3

Construction

Construction activities associated with the proposed project would generate pollutant emissions from the following: (1) grading and excavation; (2) construction workers traveling to and from project site; (3) delivery and hauling of construction supplies to, and debris from, the project site; (4) fuel combustion by onsite construction equipment; (5) building construction and application of architectural coatings; and paving. The volume of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM₁₀, and PM_{2.5} emissions from construction activities. Rule 403 requirements include, but are not limited to: applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling for the project.

As shown in Table AQ-2, CalEEMod results indicate that construction emissions generated by the proposed project would not exceed SCAQMD regional thresholds. Therefore, no new impacts would occur.

¹ Regional thresholds are from the SCAQMD Air Quality Significance Thresholds, March 2015.

Table AQ-2: Maximum Daily Construction Emissions Summary (lbs/day)

Construction Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2024						
Site Prep	3.7	36.0	34.4	0.0	6.9	4.2
Grading	3.6	35.4	32.1	0.1	4.3	2.4
Building Construction	2.8	23.7	32.5	0.1	2.1	1.2
Maximum Daily Emissions	3.7	36.0	34.4	0.1	6.9	4.2
2025						
Building Construction	2.6	22.0	31.9	0.1	2.0	1.1
Paving	1.5	7.5	11.1	0.0	0.5	0.4
Architectural Coating	55.1	0.9	2.3	0.0	0.2	0.1
Maximum Daily Emissions	55.1	22.0	31.9	0.1	2.0	0.5
Maximum Daily Emission 2024-2025	55.1	36.0	34.4	0.1	6.9	4.2
SCAQMD Significance Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, Appendix A

Operation

Operation of the 191 residences would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. However, vehicular emissions would generate a majority of the operational emissions from the project. Operational emissions associated with the proposed project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD's applicable thresholds. Therefore, operation of the project would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and no new operational impacts would occur.

Table AQ-3: Maximum Daily Operational Emissions(lbs/day)

Operational Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	7.0	0.1	11.2	0.0	0.0	0.0
Energy	0.1	1.7	0.7	0.0	0.1	0.1
Mobile	7.4	6.5	54.6	0.1	4.3	0.8
Total Project Operational Emissions	14.5	8.3	66.6	0.1	4.5	1.0
SCAQMD Significance Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, Appendix A

c) Expose sensitive receptors to substantial pollutant concentrations? **(No New Impact.)**

The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized NO₂, CO, PM₁₀, and PM_{2.5} construction-related impacts to sensitive receptors in the immediate vicinity of the project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. According to the SCAQMD's *Final Localized Significance Threshold Methodology*, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2008). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or

state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NO_x, CO, PM₁₀, and PM_{2.5} pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The project site is located in SRA 25, Lake Elsinore.

Sensitive receptors can include residences, schools, playgrounds, childcare centers, and athletic facilities. The nearest sensitive receptors are existing residences located adjacent to the project site. The distance between the project site boundary and the closest existing residential structure is approximately 111-feet (34 meters). As such, the Air Quality Analysis utilizes a sensitive receptor distance of 25 meters, which is the closest distance provided by SCAQMD LST guidance.

Construction

The localized thresholds from the mass rate look-up tables in SCAQMD's Final LST methodology document, were developed for use on projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5 acres daily. The *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, prepared by SCAQMD, 2015, provides guidance on how to determine the appropriate site acreage size to utilize for LST analyses. The Fact Sheet details that the maximum number of acres disturbed on the peak day of construction is calculated from the construction equipment list utilized in the CalEEMod model, which identifies that crawler tractors, graders, and rubber-tired dozers disturb 0.5-acre in an 8-hour day and scrapers disturb 1.0-acre in an 8-hour day.

As shown in Table AQ-4, the site preparation and grading activities would disturb a maximum of 3-acres per day. As such, the 2-acre and 5-acre project sites thresholds from the SCAQMD look-up tables were interpolated in order to calculate the 3.0-acre threshold that has been utilized in Table AQ-5.

Table AQ-4. Construction Equipment Modeled in CalEEMod and Acres Disturbed per Day

Activity	Equipment Type	Equipment Quantity	Operating Hours per Day	Acres Disturbed per piece of Equipment per Day	Acres Disturbed per Day
Grading	Graders	1	8	0.5	0.5
	Excavators	2	8	0	0
	Tractors/Loaders/Backhoes	2	7	0	0
	Scrapers	2	8	1.0	2.0
	Rubber Tired Dozers	1	8	0.5	0.5
Total Acres Disturbed Per Day					3.0

Source: *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, Appendix A

Table AQ-5 identifies the localized impacts at the nearest air quality sensitive receptor location at 111 feet from the project site boundary. As shown, localized maximum day construction emissions would not exceed any the SCAQMD LSTs. Thus, no new LST construction related impacts would occur.

Table AQ-5: Localized Significance Construction Emissions

Construction Activity	Maximum Daily Regional Emissions (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
2024				
Site Prep	36.0	32.9	6.7	4.1
Grading	34.3	30.2	3.8	2.3
Building Construction	22.4	26.2	1.0	0.9
Maximum Daily Emissions	36.0	32.9	6.7	4.1
2025				
Building Construction	20.9	26.1	0.9	0.8
Paving	7.5	10.0	0.3	0.3
Architectural Coating	0.9	1.1	0.0	0.0
Maximum Daily Emissions	20.9	26.1	0.9	0.8
Maximum Daily Emission 2024-2025	36.0	32.9	6.7	4.1
SCAQMD Significance Thresholds	294	1,631	13.3	6.1
Threshold Exceeded?	No	No	No	No

Source: *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, Appendix A

Toxic Air Pollutants. The construction equipment would emit diesel particulate matter (DPM), which is a carcinogen. However, the DPM emissions would be short-term in nature and occur intermittently throughout the 11-month construction process. Determination of risk from DPM is considered over a 30-year exposure time. As such, considering the short time frame for construction, exposure to DPM during construction would be less than significant.

CO Hotspots. Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

With the turnover of older vehicles and introduction of cleaner fuels, electric vehicles, and vehicles with stop-start systems (where the engine shuts down when the vehicle is stopped and restarts when the break pedal is released), as well as implementation of control technology on industrial facilities, CO concentrations in the South Coast Air Basin and the state have steadily declined.

The analysis of CO hotspots compares the volume of traffic that has the potential to generate a CO hotspot (exceedance the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm) and the volume of traffic with implementation of the proposed project. In 2003, the SCAQMD estimated that a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to exceed state standards and generate a CO hot spot.

As detailed in Section XVII, *Transportation*, shown on Table T-2, the proposed project would generate 134 new vehicle trips (35 inbound trips and 99 outbound trips) during the AM peak hour. During the PM peak hour, the project would generate 180 vehicle trips (114 inbound trips and 66 outbound trips). Over a 24-hour period, the project is forecast to generate approximately 1,801 daily trips. Thus, the proposed project would not result in an increase in traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix and would not generate

a CO hotspot. Therefore, impacts related to CO hotspots from operation of the proposed project would not occur.

(Sources: *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, Appendix A)

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (No New Impact.)

No New Impact. The proposed project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

The proposed project would implement residential development that does not involve the types of uses that would emit objectionable odors affecting a substantial number of people. In addition, odors generated by non-residential land uses are required to be in compliance with SCAQMD Rule 402, which would prevent nuisance odors.

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and would not affect a substantial number of people. The noxious odors would be confined to the immediate vicinity of the construction equipment. Also, the short-term construction-related odors would cease upon the drying or hardening of the odor-producing materials. Therefore, impacts associated with other emissions, such as odors, would not adversely affect a substantial number of people.

(Sources: *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, Appendix A)

Existing Plans, Programs, or Policies

The following existing requirements would reduce pollutant air quality emissions from the proposed project:

PPP AQ-1: Rule 402. The construction plans shall include a note that the project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

PPP AQ-2: Rule 403. The construction plans shall include a note that the project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which

includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

PPP AQ-3: Rule 1113. The construction plans shall include a note that the project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

PPP AQ-4: Rule 445. No wood burning devices shall be installed and any dwelling units consistent with SCAQMD Rule 445.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding air quality. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Mitigation Measures: The East Lake Specific Plan Final EIR mitigation measures for air quality that are applicable to the project, as listed previously, either have been completed through preparation of the *Air Quality, Energy, and Greenhouse Gas Impact Analysis* (Appendix A) or would be implemented as part of the City’s permitting processes.

No new mitigation measures are required.

IV. BIOLOGICAL RESOURCES

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR describes that in addition to required surveys, compliance with the MSHCP and Mitigation Measures MM BIO-1 through MM BIO-10 as applicable, for all future implementing development projects with special status plant species within the Specific Plan area would reduce potential direct impacts to below a level of significance. The Final EIR also determined that the Specific plan site may serve a function in local wildlife movement; however, the preservation of open space, would reduce impacts to local wildlife movement to a less than significant level.

The Final EIR determined that with implementation of the goals and policies of the Specific Plan, applicable local ordinances, regional plans, and regulations together with the mitigation measures would reduce potential cumulative impacts to biological resources to a less than significant level.

East Lake Specific Plan Final EIR Mitigation Measures

MM BIO-1 For future implementing development projects within the Project site, the applicant will implement the following avoidance and protection measures to protect vegetation and wildlife.

- Prior to project implementation, a biologist will conduct a Worker Environmental Awareness Program (WEAP) which will describe the biological constraints of the particular project. Key personnel who will work within the project site will attend the WEAP prior to the commencement of construction activity. The WEAP will be administered to key personnel regarding the sensitive biological resources, restrictions, protection measures, and individual responsibilities associated with the construction.
- Work area limits will be defined and respected. All construction/laydown areas will have their boundaries clearly flagged or marked before project implementation and all disturbances will be confined to the flagged areas. All project personnel will be instructed that their activities must be confined to locations within the flagged areas. Disturbance beyond the actual construction zone is prohibited without site-specific surveys.
- Cleared or trimmed vegetation and woody debris will be disposed of in a legal manner at an approved disposal site.
- If any wildlife is encountered during the course of project activities, said wildlife will be allowed to freely leave the area unharmed.
- Wildlife will not be disturbed, captured, harassed, or handled. Animal nests, burrows and dens will not be disturbed without prior survey from a qualified biologist.
- Active nests (nests with chicks or eggs) cannot be removed or disturbed. Inactive nests may be removed or disturbed by a qualified biologist.
- To avoid impacts to wildlife, the applicant will comply with all litter and pollution laws and will institute a litter control program during the course of the construction activities. All contractors, subcontractors, and employees shall also obey these laws. Trash removal will reduce the attractiveness of the area to opportunistic

predators such as coyotes, opossums and common ravens.

- Employees, contractors, and site visitors will be prohibited from collecting plants and wildlife unless under the direction of a qualified biologist for purposes of project implementation, relocation, or mitigation.

Project Applicability: MM BIO-1 is applicable to the proposed project, will be implemented as part of the construction permitting process, and will be included in the project MMRP.

MM BIO-2 In addition to the general measures mentioned above, each project is required to comply with the following standard construction BMPs found in Appendix C of the MSHCP.

- Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.
- The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via preexisting access routes to the greatest extent possible.
- The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.
- Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.
- Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFW, RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.
- The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to preexisting contours and revegetated with appropriate native species.
- Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

Project Applicability: MM BIO-2 is applicable to the proposed project and would be implemented as part of the construction permitting process. This measure would be included in the MMRP for the proposed project.

MM BIO-3 Mitigation for impacts to vegetation communities caused by development within the Project site will be achieved through compliance with MSHCP requirements as applicable. Each future implementing development project will go through the MSHCP approval process. Mitigation for impacts to sensitive vegetation communities associated with jurisdictional waters, riparian, riverine, or vernal pool resources may be satisfied through compensatory and/or preservation requirements described below under MM BIO-4 and

MM BIO-8.

Project Applicability: MM BIO-3 is not applicable to the proposed project because the project would not impact sensitive vegetation communities associated with jurisdictional waters, riparian, riverine, or vernal pool resources, as detailed in the General Biological Assessment (Appendix B).

MM BIO-3a Prior to issuance of any grading permit, the project applicant of a future implementing development project shall complete systematic wildlife and sensitive plant surveys to document species occurrence. For sensitive species detected onsite, but not covered by the MSHCP, project specific mitigation measures will be included in future specific plan approvals to offset impacts. These measures shall include the preservation of appropriate natural open space areas in perpetuity via a conservation easement and provision of a non-wasting endowment to fund the long-term management by a CDFW-approved local conservation entity. Preservation of open space shall occur at a minimum 1:1 ratio.

Project Applicability: MM BIO-3a is applicable to the proposed project and has been implemented by completion of the General Biological Assessment (Appendix B). This measure would be included in the MMRP for the proposed project.

MM BIO-4 Future implementing development projects within the ELSP will adhere to the MSHCP special status plant species requirements, which include the Narrow Endemic and Criteria Area Plant surveys (NEPSSA and CAPSSA respectively). All surveys will be performed during the time of year specified in the MSHCP. Per the MSHCP, either Equivalency Findings or a Determination of Biologically Equivalent or Superior Preservation (DBESP) will be prepared for each project on which a NEPSSA or CAPSSA species is found during surveys. If 90% of the area with long term conservation value to the NEPSSA or CAPSSA plant species on the project site can be avoided, then an Equivalency Finding will be made. If impacts to more than 10% of the area with conservation value to the plant species is not avoided, then a DBESP will be prepared and provided to the Wildlife Agencies for review and approval.

Project Applicability: MM BIO-4 is not applicable to the proposed project because the project site is not located within the Western Riverside County MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA), as detailed in the General Biological Assessment (Appendix B).

MM BIO-4a Whenever more than 10% of the area with long term conservation value within a future implementing development project's footprint is affected by that future implementing development project's activities and the DBESP has been prepared and approved, if the mitigation strategy includes translocation and or seed collection with propagation to an on-site or off-site preserved property, the receiving property must be acceptable to the City and Wildlife Agencies. The property shall provide habitat characteristics suitable to support the plant species, including but not limited to: appropriate soils, elevation, hydrology, and vegetation community. The property shall be conserved via recordation of a conservation easement or deed restriction in favor of a CDFW-due diligence approved local conservation entity to protect sensitive plant species on the property in perpetuity. Alternatively, the land may be transferred in fee title to a CDFW approved local conservation entity. A management fund shall be established by the Applicant and will consist of an interest-bearing account with the amount of capital necessary to generate sufficient interest and/or

income to fund all monitoring, management, and protection of the conservation area(s), including but not limited to, reasonable administrative overhead, biological monitoring, invasive species and trash removal, fencing and signage replacement and repair, law enforcement measures, long-term management reporting (as described below), and other actions designed to maintain and improve the habitat of the conserved land(s), in perpetuity. A Property Analysis Record, or substantially equivalent analysis, shall be conducted by the Applicant and approved by the City to determine the management needs and costs described above, which then will be used to calculate the capital needed for the management of the fund. This management fund shall be held and managed by a CDFW-approved local conservation entity. To protect the mitigation area(s), the Applicant shall place appropriate fencing and/or natural barriers and signage around the perimeter of each site. Except for uses appropriate to a habitat conservation area, the public shall not have access to the mitigation area(s), and no activities shall be permitted within the site, except maintenance of habitat, including the removal of nonnative plant species, trash, and debris, and the installation of native plant materials. Mitigation areas can include limited trails to allow passive use of the land, subject to CDFW and City approval. Prior to any ground disturbance, the Applicant shall prepare a Planting Plan (Plan) for sensitive plant species. The Plan shall require a replacement ratio of 1:1 by area and ensure a minimum 90 percent survivorship at the end of a five-year monitoring period, which shall be verified by the monitoring biologist (minimum qualifications of the monitoring biologist are specified below). At a minimum, the five-year plan shall include the following information:

1. A description of the existing conditions of the receiver site(s), characterizing the suitability of the site(s) for the plant, and documenting the acreage of the site.
2. A description of how the site will be preserved in perpetuity, e.g., conservation easement, deed restriction, etc., and the name of the CDFW-approved due diligence entity that will hold the easement/deed restriction, etc.
3. Qualifications of the monitoring biologist: At a minimum, the monitoring biologist will possess a minimum of two-year's experience conducting habitat restoration projects in coastal sage scrub, chaparral and/or other native habitat in Riverside County, California.
4. Receiver site preparation for transplanting.
5. Goals for success.
6. Schedule.
7. Propagation techniques.
8. Transplant and seedling installation methods.
9. Plant spacing.
10. Performance criteria for success, including provision for control of non-native and invasive species.
11. Monitoring and reporting procedures for each of the five years of the monitoring period.
12. Adaptive management strategies, including a contingency plan should the site fail to meet the specified success criteria.

13. Maintenance requirements that will be reviewed and approved by the City. The Plan shall also ensure a mixture of both male and female plants (where appropriate).

Project Applicability: MM BIO-4a is not applicable to the proposed project because the project site does not include areas with long term conservation value and no DBESP is required to be prepared or approved, as detailed in the General Biological Assessment (Appendix B).

MM BIO-5 Most of the special status wildlife species with potential to occur within the Project site are covered under the MSHCP. Therefore, mitigation for potential impacts to special status wildlife species caused by development within the Project site will be achieved through compliance with MSHCP requirements. Each future implementing development project will go through the MSHCP approval process (including burrowing owl surveys and/or other focused species surveys as appropriate for each site/development, per MSHCP requirements).

Project Applicability: MM BIO-5 is applicable to the proposed project and has been implemented by completion of the General Biological Assessment (Appendix B). Compliance with MSHCP requirements would be ensured through the construction permitting process. This measure would be included in the MMRP for the proposed project.

MM BIO-6 Unless impacts can be avoided, focused surveys conducted pursuant to Appendix E of the MSHCP, Summary of Species Survey Requirements shall be conducted to determine presence/absence of Riverside fairy shrimp within vernal pool habitat. If fairy shrimp are present, the City shall determine whether avoidance can be achieved. If not, and 90 percent of the occupied portions of the property that provide for long-term conservation value for the fairy shrimp shall be conserved consistent with the MSHCP.

Project Applicability: MM BIO-6 is applicable to the proposed project and has been implemented by completion of the General Biological Assessment (Appendix B), which determined that no vernal pool/fairy shrimp habitat exists within the project site.

MM BIO-7 The following measures shall be performed by each respective applicant for future implementing development projects prior to clearing and grubbing within the Project site to avoid impacts to burrowing owl and other nesting birds:

- Prior to the commencement of future implementing development project-related activities (including all ground-disturbing activities) during the nesting season of January 1 through September 1, a nesting bird survey shall be conducted by a qualified biologist not more than 72 hours prior to ground disturbance activities, to determine if active bird nests or nesting birds are present. If active nests are identified, the avian biologist will establish appropriate buffers around the nest (typically 500 feet for raptors and sensitive species, 200 feet for non-raptors/non-sensitive species). All work within these buffers will be halted until the nesting effort is finished (i.e. the juveniles are surviving independent from the nest). The on-site biologist will review and verify compliance with these nesting boundaries and will verify the nesting effort has finished. Work can resume within the buffer area when no other active nests are found. Alternatively, the qualified avian biologist may determine alternate appropriate buffer distances by referencing

current species-specific standards and taking into account the conservation status of the species, species-specific biology, and the nature of the planned disturbance (e.g., driving past a nest versus extensive grading). In either case, the qualified avian biologist shall develop a monitoring plan to ensure that the project complies with all rules and regulations pertaining to nesting birds. Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping. If vegetation clearing is not completed within 72 hours of a negative survey during nesting season, the nesting survey must be repeated to confirm the absence of nesting birds.

- Pre-construction presence/absence surveys for burrowing owl within the Project site where suitable habitat is present shall be conducted by a qualified biologist within 30 days prior to the commencement of ground disturbing activities, pursuant to California Department of Fish and Wildlife and MSHCP protocols (Section 6.3.2 of the MSHCP, *Additional Survey Needs and Procedures*).
- If BUOW are found onsite, the Lead Agency shall notify the Wildlife Agencies and the Western Riverside County Regional Conservation Authority (RCA) to develop a conservation strategy including a Burrowing Owl Relocation Plan. If active burrowing owl burrows are detected during the breeding season, the qualified biologist will establish an appropriate buffer (typically a minimum 300 feet) and all work will be halted within the buffer until the biologist observes that nesting efforts have finished. Work can resume in the buffer when no other active burrowing owl burrows nests are found within the buffer area.
- If active burrowing owl burrows are detected outside the breeding season or during the breeding season and its determined nesting activities have not begun, then passive and/or active relocation may be approved with a Burrowing Owl Relocation Plan following consultation with the City of Lake Elsinore, the Wildlife Agencies and the RCA. Passive relocation, the installation of one-way doors, is not recommended unless suitable burrows are available within 100 meters of the closed burrows and the relocation area is protected through a long-term conservation mechanism (e.g., conservation easement). The installation of one-way doors may be installed as part of a passive relocation program. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied, and back filled to ensure that animals do not re-enter the holes/dens. Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to the City, the Wildlife Agencies and the RCA for mitigation monitoring compliance record keeping.

Project Applicability: MM BIO-7 is applicable to the proposed project and would be included in the MMRP for the proposed project.

MM BIO-8 To reduce the impact of domestic cats on special status species in the conservation areas, cat-proof barriers shall be erected between future implementing residential development projects and any conservation area that exists at the time of development. The barrier should consist of a minimum 8-foot-tall fencing made of secure materials that cats cannot scale placed along the entire boundary adjacent to the conservation areas to prohibit movement of people and pets from residential and recreational areas into the conservation

area. No section of the barrier should include clear panels or sections such as glass or plastic as these are a hazard to birds, which may fly into them and perish.

Project Applicability: MM BIO-8 is not applicable because the site is not adjacent to any conservation areas.

MM BIO-9 Mitigation for each future implementing development project will be completed prior to or concurrently with Project implementation and will be consistent with the 770 Plan currently developed for the Back Basin.

Impacts to Corps jurisdiction below elevation 1246' and CDFW jurisdiction below elevation 1265' shall be compensated for by the preservation of waters below elevation 1246' and/or below 1265' in the confines of the Back Basin or Lake Elsinore or other agency-approved mitigation, including a bank or in-lieu fee program. Appropriate mitigation shall be identified in discussion with USACE and CDFW during the respective regulatory permitting process as appropriate for each future implementing development project. Mitigation for non-elevation related impacts to jurisdictional features may be combined with mitigation for impacts to the elevation-bound jurisdictional lakebed due to the significant overlap in these areas in the acreage calculations in the previous sections.

Project Applicability: MM BIO-9 is not applicable to the proposed project because the entire project site is above the elevation of 1,246 feet AMSL. Therefore, no areas of the project site are USACE jurisdiction. Also, the project would avoid construction within the 0.15-acre of CDFW Back Basin jurisdictional area.

MM BIO-9a Prior to issuance of any grading permit, the project applicant of each future implementing development project shall provide to the City of Lake Elsinore either of the following: Written correspondence from the California Department of Fish and Wildlife stating that notification under Section 1602 of the California Fish and Game Code is not required for the project; or a copy of a Department-executed Lake or Streambed Alteration Agreement, authorizing impacts to California Fish and Game Code, section 1602 resources associated with the project.

Project Applicability: MM BIO-9a is not applicable to the proposed project because the project would not involve construction within the CDFW Back Basin jurisdictional area. Thus, Section 1602 permitting pursuant to the California Fish and Game Code is not required for the project, as further detailed in the General Biological Assessment (Appendix B).

MM BIO-10 Mitigation for each future implementing development project will be completed prior to or concurrently with each project's implementation (may require grading to occur to establish mitigation area) and will be consistent with the 770 Plan currently developed for the Back Basin as well as other requirements as described in Section 2.5.4.2 of ELSPA No. 11.

Removal of tamarisk scrub vegetation and other woody invasive species (including *Arundo donax*) will be considered a benefit to the Back Basin and no mitigation will be required by the City provided the woody invasive species are eradicated in perpetuity. This means that development of a site that is graded, paved, etc. such that Tamarisk and any other woody invasive species cannot survive, does not need mitigation. If a portion of Tamarisk scrub or other woody invasive plant species remains on a project site, the

project proponent will be required by the City to establish an endowment to remove/eradicate the woody invasive species in perpetuity. Impacts to riverine and riparian resources will be mitigated in the Back Basin, Lake Elsinore or other agency-approved mitigation bank or in-lieu fee program. Impacts to riparian resources will be compensated for at a minimum ratio of 2:1 preservation in the Back Basin, Lake Elsinore or other agency-approved mitigation bank or in-lieu fee program.

Project Applicability: MM BIO-10 is not applicable to the proposed project. Although the site contains approximately 0.15 acre below the CDFW jurisdictional elevation associated with the back basin of Lake Elsinore, the project has been designed to avoid this area of the project site and this area is not riparian/riverine. Thus, no mitigation related to the 770 Plan for the back basin is required and MM BIO-10 is therefore not applicable.

Impacts Associated with the Proposed Project

This section is based on the General Biological Assessment prepared for the proposed project by Hernandez Environmental Services (Appendix B).

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (No New Impacts.)**

As detailed in the General Biological Assessment, the project site consists of vacant, disturbed land with evidence of weed abatement activities and offroad vehicle use. The entire site consists of disturbed, ruderal habitat. The dominant plant species observed within the site include brome grass (*Bromus* sp.) and non-native vegetation including shortpod mustard (*Hirschfeldia incana*) and tall tumbled mustard (*Sisymbrium altissimum*). The General Biological Assessment determined that there is no habitat on the site to support any of the sensitive species that have the potential to occur onsite. The site is located within an MSHCP identified area requiring surveys for burrowing owl. Thus, a habitat assessment for burrowing owl was conducted, which determined that the site does not provide suitable habitat for the species. However, due to the fact that the project site is located within the Western Riverside County MSHCP burrowing owl survey area, a 30-day preconstruction survey is required prior to the commencement of project activities (e.g. vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no owls have colonized the site in the days or weeks preceding project activities. This requirement is consistent with East Lake Specific Plan **Final EIR Mitigation Measures MM BIO-5 and MM BIO-7**. Therefore, no sensitive species would be impacted by the project, and no new impacts would occur.

(Sources: *General Biological Assessment*, Appendix B)

- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (No New Impact.)**

The General Biological Assessment (Appendix B) describes that the project site does not include any riparian habitat or other sensitive natural community. As described in the previous response, the site consists of disturbed, ruderal habitat with evidence of weed abatement activities and offroad vehicle use.

The General Biological Assessment describes that the project site contains approximately 0.15 acre below the CDFW jurisdictional elevation associated with the back basin of Lake Elsinore. However, as detailed in the project description, the project has been designed to avoid this area of the project site, and this area is not riparian/riverine. Due to the lack of riparian or sensitive habitat on the project site, no new impacts

would occur from the project.

(Sources: *General Biological Assessment*, Appendix B)

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? (No New Impact.)

The entire site consists of ruderal habitat and no wetland areas exist on or adjacent to the site. Therefore, no impacts to wetlands would occur from the project. As detailed in the project description, the northwestern corner of the project site contains 0.15 acre of land that is located below the CDFW jurisdictional elevation of 1,265 feet AMSL and is associated with the back basin of Lake Elsinore. The proposed project has been designed to avoid the 0.15 acre of CDFW jurisdictional area on the project site; therefore, no impacts to CDFW jurisdictional areas would result from project implementation.

The entire project site is located above the U.S. Army Corps of Engineers (USACE) jurisdictional elevation of 1,246 feet AMSL; therefore, no areas on the project site are within USACE jurisdiction. Also, no areas of the project site are within Regional Water Quality Control Board (RWQCB) jurisdiction. Overall, the proposed project would not result in impacts related to either wetlands or state or federally jurisdictional areas. No new impacts would result.

(Sources: *General Biological Assessment*, Appendix B)

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (No New Impact.)

Habitat linkages are areas which provide a connection between two or more other habitat areas which are often larger or superior in quality to the linkage. Corridors are similar to linkages but provide specific opportunities for individual animals to disperse or migrate between areas, generally extensive but otherwise partially or wholly separated regions. Adequate cover and tolerably low levels of disturbance are common requirements for corridors.

The site is surrounded by walls and fences on three sides and a roadway on the fourth. The areas beyond those structures are developed with residential and commercial uses. The General Biological Assessment determined that no wildlife corridors exist within the project site which consists of flat, disturbed land surrounded by urban development. Thus, impacts related to wildlife corridors would not occur from implementation of the project.

Wildlife nurseries are sites where wildlife concentrate for hatching and/or raising young, such as rookeries, spawning areas, and bat colonies. No wildlife nurseries or maternity roosts for colonial bat species exist within the project site. However, the project site contains shrubs, and ground cover that provide suitable habitat for nesting native birds during the nesting bird season of February 1 through September 15. Nesting bird species are protected under the federal Migratory Bird Treaty Act (MBTA) and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code. The **Final EIR Mitigation Measure BIO-7** and **PPP BIO-1** requires nesting bird surveys if vegetation is removed during nesting bird season pursuant with the MBTA and the California Fish and Game Code requirements. The potential of nesting birds in shrubs within the Specific Plan area is not a new condition and significant impacts would not occur with compliance with existing regulations. Therefore, no new impacts would occur.

(Sources: *General Biological Assessment*, Appendix B)

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (No New Impact.)

The General Biological Assessment (Appendix B) determined that the project site does not contain any trees or other biological resources protected by City of Lake Elsinore policies or ordinances. Therefore, development of the project would not conflict with local policies or ordinances protecting biological resources. Public trees in Lake Elsinore are protected under Chapter 15.120, Tree Preservation, of the Municipal Code (**PPP BIO-2**), which regulates street trees or trees located in other public locations in the City; including the location and species of any trees to be installed along Lakeshore Drive. The proposed project would be required to comply with the Municipal Code requirements as part of the City permitting process would ensure that the project does not conflict with local policies or ordinances related to public trees. As a result, no new impact would occur.

(Sources: *General Biological Assessment*, Appendix B)

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? (No New Impact.)

The Western Riverside County MSHCP is a comprehensive, multi-jurisdictional effort that includes unincorporated County of Riverside lands and multiple cities in the western portion of the County, including the City. Rather than address sensitive species on an individual basis, the MSHCP focuses on the conservation of 146 species, proposing a reserve system of approximately 500,000 acres and a mechanism to fund and implement the reserve system (County 2003). The MSHCP allows participating entities to issue take permits for listed species so that individual applicants need not seek their own permits from USFWS and/or CDFW. The MSHCP was adopted on June 17, 2003 by the County Board of Supervisors. The Incidental Take Permit was issued by both the USFWS and CDFW on June 22, 2004.

The General Biological Assessment (Appendix B) describes that the project site is located within the Western Riverside County MSHCP Elsinore Area Plan, and approximately 0.28-acre of the southwestern corner of the site is located within a Criteria Area. Pursuant to the provisions of the MSHCP, all discretionary development projects within a Criteria Area are to be reviewed for compliance with the “Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy” (LEAP) process or equivalent process. The LEAP process “ensures that an early determination will be made of what properties are needed for the MSHCP Conservation Area, that the owners of property needed for the MSHCP Conservation Area are compensated, and that owners of land not needed for the MSHCP Conservation Area shall receive Take Authorization of Covered Species Adequately Conserved through the Permits issues to the County and Cities pursuant to the MSHCP.” A formal and complete LEAP application (LEAP 2022-03) was submitted to the City on August 3, 2022 and a JPR (23-04-11-01) was completed by the RCA on August 7, 2023. Concurrence from CDFW and USFWS (collectively, the Wildlife Agencies) was received on August 16, 2023, which is included as Appendix C.

The General Biological Assessment (Appendix B) describes that the approximately 0.28-acre Criteria Area within the southwestern corner of the site is located within the Elsinore Subunit (SU3), within the northeastern corner of Criteria Cell 5131. Conservation within Cell 5131 focuses on grassland habitat and connections of grassland habitat proposed to conservation areas in Cell 5137 to the west. Conservation within Cell 5131 will range from 30 to 40 percent of the Cell focusing on the southwestern portion of the Cell. The portion of the site within Criteria Cell 5131 is comprised of disturbed, ruderal habitat, and does not contain the native grassland habitat identified for conservation within the Cell. Furthermore, the site is located within the northeastern portion of the Criteria Cell and is surrounded by urban development and

does not connect to grassland habitat proposed for conservation in Cell 5137 to the west. Therefore, the portion of the site located within Criteria Cell 5131 is not a conservation area, and no impacts related to Criteria Cells and grassland habitat connections would occur.

MSHCP Section 6.1.2 Species Associated with Riparian/Riverine Habitat and Vernal Pools

As described previously, the project site contains 0.15 acre located below the CDFW jurisdictional elevation of 1,265 feet AMSL and is associated with the back basin of Lake Elsinore; however, this area does not support suitable riparian habitat with the potential to support riparian/riverine bird species. Further, none of the riparian/riverine bird species listed in Section 6.1.2 of the MSHCP were found within the project site. Due to the lack of suitable riparian habitat on the project site, focused surveys for riparian/riverine bird species listed in Section 6.1.2 of the MSHCP are not warranted.

Regarding vernal pools, the entire site was evaluated for the presence of habitat capable of supporting branchiopods and was evaluated as described in the USFWS Survey Guidelines for the Listed Large Branchiopods (May 31, 2016). The project area is primarily comprised of sandy loams, and the onsite soils do not allow for water pooling on the site for any significant length of time after rain events. No vernal pools, swales, or vernal pool mimics such as ditches, borrow pits, cattle troughs, or cement culverts with signs of pooling water were found on the site. In addition, the site does not contain areas that showed signs of ponding water, hydrophytic vegetation, or soils typical of vernal pools that would be suitable for large branchiopods.

Section 6.1.3 Sensitive Plant Species

The project site is not located within the Western Riverside County MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA) pursuant to Section 6.1.3 of the MSHCP. Therefore, the NEPSSA requirements are not applicable to the project and no impacts would occur.

Section 6.1.4 Urban/Wildlands Interface Guidelines

The project site contains 0.15 acre of riparian/riverine areas associated with the back basin of Lake Elsinore which is described for conservation. These resources would be avoided by the project, and the Urban/Wildlands Interface Guidelines (Section 6.14 of the MSHCP) are applied to the project as described below.

- **Drainage:** Water Quality Best Management Practices (BMPs) shall be incorporated, including the National Pollutant Discharge Elimination Systems (NPDES) and erosion control requirements from the Regional Water Quality Control Board to ensure that the quantity and quality of surface water runoff discharged into riparian/riverine areas are not altered in an adverse way when compared with existing conditions. These BMPs will be implemented as part of the Storm Water Pollution Prevention Plan (SWPPP) in order to ensure that water quality is not degraded, as detailed in Section X, *Hydrology and Water Quality*.
- **Toxics:** Measures such as those employed to address drainage issues would be implemented for toxics. Land uses proposed in proximity to the onsite riparian/riverine areas that use chemicals or generate bioproducts that are potentially toxic or may adversely affect wildlife species, habitat, or water quality must incorporate measures to ensure that application of such chemicals does not result in discharge to riparian/riverine areas. These BMPs will be implemented as part of the Water Quality Management Plan (WQMP), as detailed in Section X, *Hydrology and Water Quality*.
- **Invasives:** Invasive, non-native plant species would not be used as landscaping materials for development that is proposed adjacent to the onsite riparian/riverine areas, as detailed in the project landscaping plan that would be reviewed and approved as part of the City's permitting process.

Section 6.3.2 Additional Surveys and Procedures

The project site is not located within the Western Riverside County MSHCP Additional survey areas for

amphibians, mammals, or any special linkage areas. In addition, the project site is not located within the Western Riverside County MSHCP Criteria Area Plant Species Survey Area (CAPSSA) pursuant to Section 6.3.2 of the Western Riverside County MSHCP.

The project site is located within the Western Riverside County MSHCP additional survey area for burrowing owl. A habitat assessment conducted on the site determined that no suitable habitat is present. However, because the site is located within the MSHCP burrowing owl survey area, a 30-day preconstruction survey is required prior to the commencement of project activities (e.g. vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no owls have colonized the site in the days or weeks preceding project activities. This requirement is consistent with the East Lake Specific Plan **Final EIR Mitigation Measures MM BIO-5 and MM BIO-7**. Thus, the project would not result in impacts related to the MSHCP.

(Sources: *General Biological Assessment*, Appendix B and *Regional Conservation Authority Joint Project Review Findings*, Appendix C)

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding biological resources. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Existing Plans, Programs, or Policies

The following existing requirements would reduce potential biology related impacts from the proposed project:

PPP BIO-1: Migratory Bird Treaty Act. Prior to issuance of grading or demolition permits that include vegetation and/or tree removal activities that will occur within the active breeding season for birds (February 1 through September 15), the project applicant (or their Construction Contractor) shall retain a qualified biologist (meaning a professional biologist that is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities.

The nesting survey shall include the project site and areas immediately adjacent to the site that could potentially be affected by project-related construction activities, such as noise, human activity, and

dust, etc. If active nesting of birds is observed within 100 feet (ft) of the designated construction area prior to construction, the qualified biologist shall establish an appropriate buffer around the active nests (e.g., as much as 500 ft for raptors and 300 ft for non-raptors [subject to the recommendations of the qualified biologist]), and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

PPP BIO-2: Tree Regulations. The trees shrubs and plants installed on public property shall conform to the regulations within Municipal Code Chapter 15.120.

PPP BIO-3: MSHCP Fees. Prior to issuance of a grading permit, the applicant/developer shall pay the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) development mitigation fee in effect at the time the permits are issued.

Mitigation Measures: The East Lake Specific Plan Final EIR mitigation measures for biological resources that are applicable to the proposed project, as detailed previously, would be included in the project MMRP to ensure implementation.

No new mitigation measures are required.

V. CULTURAL RESOURCES

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR describes that there are numerous cultural resources that are mapped within 0.5 mile of the Specific Plan area, and states that the quantity of known cultural resources and their mapped locations suggest intensive prehistoric occupation along past manifestations of the lake shoreline. The Final EIR describes that it is likely that there are historic and archaeological resources that have not been identified due to changing environmental conditions. Therefore, the Final EIR included mitigation measures that would reduce potential impacts to a less than significant.

East Lake Specific Plan Final EIR Mitigation Measures

MM CUL-1 Prior to implementation of each implementing development project that shall occur in undisturbed native soils, an archaeological survey shall be conducted by a qualified archaeologist to document site conditions and any identified cultural resources. A survey shall not be required where ground disturbance is limited to invasive plant species removal or planting of native plant species, without the use of heavy equipment (e.g. scrapers or excavators), for enhancement or preservation of those sites or where documentation shows that prior disturbance greater than nine (9) feet in depth has occurred. Examples of adequate documentation include “As-Builts”, geotechnical reports, or similar documents reviewed by the Project’s archeologist and provided to the City with the grading permit application. Previous archeological surveys may be utilized provided they are no more than five years old at the time of submitting the grading permit application (survey age requirement based on period of time where site conditions and/or survey methodologies may have substantially changed; thus, warranting a new survey).

If any site is confirmed to meet the eligibility criteria in Section 15064.5(a) (3) (A–D) in the State CEQA guidelines, consultation between the City of Lake Elsinore, the developer, the project archeologist, and the Pechanga Band of Luiseño Indians (Pechanga Band) and Soboba Band of Luiseño Indians (Soboba Band) will be initiated in order to determine specific disposition in compliance with Section 15126.4(b)(3) of the State CEQA

Guidelines.

Proposed Project Applicability: MM CUL-1 is applicable to the proposed project and has been completed as part of the Phase I Cultural Resources Survey that is included as Appendix D.

MM CUL-2 Cultural sites CA-RIV- 4648 and C-0180-001 located within Planning Area 6 are considered eligible for California Register of Historic Resources and should be avoided and preserved in place. If an implementing development project proposes to impact these resources, consultation between the City of Lake Elsinore, the developer, the project archeologist, and the Pechanga Band and Soboba Band (Tribes) will be initiated in order to determine whether in- place preservation, re-location and/or re-burial may be necessary. As well as to determine appropriate mitigation in compliance with Section 15126.4(b)(3) of the State CEQA Guidelines.

Proposed Project Applicability: MM CUL-2 is not applicable to the proposed project because the project site is not located within Planning Area 6.

MM CUL-3 Prior to issuance of grading permit(s) for an implementing development project, a qualified archaeologist shall be retained to monitor all ground-disturbing activities. Previously disturbed soils or those areas where ground disturbance is limited to invasive plant species removal or planting of native plant species for enhancement or preservation of those sites, per MM CUL-1, shall not require archaeological monitoring.

Proposed Project Applicability: MM CUL-3 is applicable to the proposed project and would be implemented as part of the grading permitting process. This measure would be included in the MMRP for the proposed project.

MM CUL-4 Prior to the issuance of grading permit(s) and any earthmoving activities in those areas of the East Lake Specific Plan including off site project improvement areas, that require monitoring as described in MM CUL-3, the implementing development Project applicant shall retain a qualified professional archaeologist and qualified Luiseño Native American monitors from the Pechanga Band and the Soboba Band to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

Proposed Project Applicability: MM CUL-4 is applicable to the proposed project and would be implemented as part of the grading permitting process. This measure would be included in the MMRP for the proposed project.

MM CUL-5 At least 30 days prior to issuance of a grading permit for an implementing development project proposing work within undisturbed native soils, the Project Applicant shall contact both the Pechanga Band and the Soboba Band to notify each Tribe of grading; to provide a pre-grade report; and to coordinate with each Tribe to develop a Cultural Resources Treatment and Monitoring Agreement (Agreement). The Agreement shall address the treatment of known and discovered cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and other ground disturbing activities within undisturbed native soils; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the

site. The Agreement shall incorporate the provisions set forth in MM CUL-7 and MM CUL-11. Ground disturbing activities within previously disturbed soils as described under measure MM CUL-1 may not require notification, monitoring or an Agreement, subject to verification by a qualified archaeologist, the Tribe(s), and the City.

Proposed Project Applicability: MM CUL-5 is applicable to the proposed project and would be implemented as part of the grading permitting process. This measure would be included in the MMRP for the proposed project.

MM CUL-6 Prior to issuance of any grading permit, the implementing development Project archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation. A pre-grading report shall not be required in previously disturbed soils or those areas where ground disturbance is limited to invasive plant species removal or planting of native plant species for enhancement or preservation of those sites, per MM CUL-1. If a pre-grading report is required, report methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the Agreement required in **MM CUL-5**, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the designated tribal monitor(s) assigned to the project by the Luiseño Tribe(s) in order to evaluate the significance of any archaeological resources discovered on the property.

Tribal monitors shall be allowed to monitor all grading, excavation and ground breaking activities, and shall have the authority to stop and redirect grading activities in the immediate area of the find in order to evaluate the find and determine the appropriate next steps. Such evaluation shall include culturally appropriate temporary and permanent treatment pursuant to the Agreement, which may include avoidance of cultural resources, in-place preservation and/or reburial on the project property in an area that will not be subject to future disturbances for preservation in perpetuity. The reburial of any cultural resources shall occur at a location to be determined between the landowner and the Pechanga band and Soboba Band, the details of which will be addressed in the Agreement(s).

Proposed Project Applicability: MM CUL-6 is applicable to the proposed project and would be implemented as part of the grading permitting process. This measure would be included in the MMRP for the proposed project.

MM CUL-7 All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist and the Native American monitor(s) per the policies and procedures set forth in the Agreement required in MM CUL-5 for the implementing development project. In the event that archaeological resources and/or tribal cultural resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area and will be monitored by additional monitors if needed. The significance of tribal cultural resources shall be evaluated in accordance with the provisions of CEQA and shall consider the tribal values, religious beliefs, customs, and practices of the Luiseño tribes. All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

The landowner shall relinquish ownership of all cultural resources, including all

archaeological artifacts and non-human remains that cannot be avoided or relocated at the Project site. Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared in a manner for curation. These cultural resources shall be prepared in a manner for curation and the archaeological consultant shall deliver the materials to a qualified repository in Riverside County that meets federal standards per 36 CFR Part 79, and which shall be made available to all qualified researchers and tribal representatives. The collections and associated records shall be transferred, including title, to said curation facility to be accompanied by any payment of fees necessary for permanent curation. If more than one Native American Tribe or Band is involved with the project and cannot come to an agreement as to the disposition of Native American cultural resources, the resources shall be curated at the Western Science Center by default.

Proposed Project Applicability: MM CUL-7 is applicable to the proposed project and would be included in the MMRP for the proposed project.

MM CUL-8 All sacred sites, should they be encountered within the Project site, shall be avoided and preserved as the mitigation, if feasible.

Proposed Project Applicability: MM CUL-8 is applicable to the proposed project and would be included in the MMRP for the proposed project.

MM CUL-9 If inadvertent discoveries of subsurface archaeological/tribal cultural resources are discovered during grading, the Developer, the Project archaeologist, and the Pechanga Band and the Soboba Band (Tribes) shall consult regarding the nature and significance of such discovered resources. The qualified archeologist, with assistance from the Tribes, shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources. In accordance with Section 15064.5 of the CEQA Guidelines, such measures may include but are not limited to avoidance, excavation of the finds, collection, evaluation of the materials, additional testing, relocation, and curation. Potentially significant prehistoric archaeological and Tribal Cultural Resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project area must be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria, in consultation with the Tribes. If the Developer and the Tribes cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Community Development Director (CDD) for decision. The CDD shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs and practices of the Tribes. Notwithstanding any other rights available under the law, the decision of the CDD shall be final.

Proposed Project Applicability: MM CUL-9 is applicable to the proposed project and would be included in the MMRP for the proposed project.

MM CUL-10 Implementing development projects that are required to plant vegetation in onsite or offsite biological mitigation areas within the East Lake Specific Plan boundary by their CEQA or regulatory approvals shall incorporate local native plant species of importance to the

Pechanga Band and Soboba Band within the planting palette of the preservation area, including but not limited to California sagebrush (*Artemisia californica*), white sage (*Salvia apiana*), laurel sumac (*Malosma laurina*), California buckwheat (*Eriogonum fasciculatum*), and/or coast prickly pear (*Opuntia littoralis*). Specific plant species and coverage shall be determined by the project biologist, landscape contractor or other qualified person approved by the City on a case-by case basis based on field conditions, soil types and hydrology to ensure plant survival.

Proposed Project Applicability: MM CUL-10 is not applicable to the proposed project because the project does not include planting vegetation in biological mitigation areas.

MM CUL-11 If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. Subsequently, the Native American Heritage Commission shall identify the person or persons it believes to be the “most likely descendant.” The most likely descendant may then make recommendations within 48 hours and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

Proposed Project Applicability: MM CUL-11 is applicable to the proposed project and would be included in the MMRP for the proposed project.

Impacts Associated with the Proposed Project

This section is based on the Phase I Cultural Resources Survey prepared for the proposed project by Brian F. Smith and Associates, Inc. (Appendix D). The Phase I Cultural Resources Survey includes a records search, Sacred Land File search, historic archival research, and a field survey.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5? (No New Impact.)

According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria:

- 1) Listed in, or determined eligible for listing in, the California Register of Historical Resources;
- 2) Listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k);
- 3) Identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or
- 4) Determined to be a historical resource by the project’s Lead Agency.

PRC Section 5024.1 directs evaluation of historical resources to determine their eligibility for listing on the CRHR. The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing on the NRHP, enumerated above, and require similar

protection to what NHPA Section 106 mandates for historic properties. According to PRC Section 5024.1(c)(1-4), a resource is considered historically significant if it meets at least one of the following criteria:

- 1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
- 2) Associated with the lives of persons important to local, California or national history;
- 3) Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or
- 4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The project site is vacant and does not include any buildings or structures, and no potential impacts related to historic resources would occur. Therefore, the proposed project would not result in new impacts to a historic resource.

(Sources: *Phase I Cultural Resources Survey*, Appendix D)

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5? (No New Impact.)

An archaeological records search for the project identified archaeological resources within a 1-mile radius of the project site that include prehistoric lithic scatter and isolates. The Phase I Cultural Resources Survey for the site describes that the site has the potential to contain archaeological resources that could be uncovered and impacted during project grading and excavation activities. The Geotechnical Investigation describes that the project site is underlain by three feet of artificial fill, which was documented in 6 exploratory borings. Excavation and grading for the proposed project is anticipated to be limited to 3 feet below the existing ground for excavation and compaction of the existing fill soils. However, the Phase I Cultural Resources Survey determined that due to the location of the site near the lake and previous local finds of resources, that archaeological monitoring pursuant to **Mitigation Measures CUL-3 through CUL-9** would be required. This is consistent with the findings of the Final EIR. Therefore, no new impacts to buried archaeological resources would occur from the project.

(Sources: *Geotechnical Investigation*, 2022, Appendix E and *Phase I Cultural Resources Survey*, Appendix D)

c) Disturb any human remains, including those interred outside of formal cemeteries? (No New Impact.)

The Phase I Cultural Resources Survey describes that the project site has been previously used for agricultural activities and a reservoir. The project site has not been previously used as a cemetery. Thus, human remains are not anticipated to be uncovered during project construction. However, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 (as implemented through **Mitigation Measure MM CUL-11**) mandate a process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall

contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law would ensure that no new impacts to human remains would occur.

(Sources: *Phase I Cultural Resources Survey*, Appendix D)

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding cultural resources. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Mitigation Measures: The East Lake Specific Plan Final EIR mitigation measures for cultural resources that are applicable to the proposed project, as detailed previously, would be included in the project MMRP to ensure implementation.

No new mitigation measures are required.

VI. ENERGY

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR describes that construction of the Specific Plan buildout is not anticipated to require excessive amounts of energy or result in the wasteful expenditure of fuels; but would rather be consistent with standard construction practices and in conformance with current efficiency regulation standards. Likewise, for operational energy, the Final EIR determined that all future implementing development projects would be required to comply with the provisions of the California Green Building Code and the following specific requirements, which would serve to encourage the efficient use of energy. Therefore, the Final EIR determined that impacts would be less than significant.

East Lake Specific Plan Final EIR Mitigation Measures

None.

Impacts Associated with the Proposed Project

This section is based on the *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, included as

Appendix A. The project's construction and operational energy usage was calculated using CalEEMod, Version 2022.1 and are summarized herein.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (No New Impact.)

The Southern California Gas Company provides natural gas to the project vicinity and gas lines are currently located within Mission Trail, adjacent to the site. Southern California Edison currently provides electricity services to the project area. The proposed project would install onsite electrical and natural gas infrastructure that would connect to the existing offsite lines.

Construction

During construction of the proposed project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Based on these uses of energy during construction activities, the proposed buildings and the associated infrastructure would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Construction does not involve any unusual or increased need for energy and would not be wasteful, inefficient, or unnecessary. In addition, the extent of construction activities that would occur is limited to a 11-month period, and the demand for construction-related electricity and fuels would be limited to that time frame.

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment as part of the City's construction permitting process. Compliance with existing CARB idling restrictions, which is included as **PPP E-2**, would reduce fuel combustion and energy consumption. The energy modeling shows that project construction equipment usage over the 11-month construction period is estimated to use 17,784 gallons of diesel fuel, as shown in Table E-1.

Table E-1: Estimated Construction Equipment Diesel Fuel Consumption

Equipment	Number	Horsepower	Load Factor	Days	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Site Preparation							
Rubber Tired Dozers	3	367	0.4	10	35,232	0.020611684	726
Tractors/Loaders/Backhoes	4	84	0.37	10	9,946	0.019159781	191
Grading							
Graders	1	148	0.41	30	14,563	0.021158296	308
Excavators	2	36	0.38	30	6,566	0.019874265	130
Tractors/Loaders/Backhoes	2	84	0.37	30	14,918	0.019159781	286
Scrapers	2	423	0.48	30	97,459	0.025004406	2,437
Rubber Tired Dozers	1	367	0.4	30	35,232	0.020611684	726
Cranes							
Cranes	3	82	0.2	300	118,080	0.010444033	1,233

2 https://ww3.arb.ca.gov/msprog/offroadzone/pdfs/offroad_booklet.pdf

Equipment	Number	Horse-power	Load Factor	Days	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Forklifts	1	14	0.74	300	24,864	0.091046002	2,264
Generator Sets	1	367	0.29	300	223,503	0.014896922	3,330
Tractors/Loaders/Backhoes	1	46	0.45	300	49,680	0.033866729	1,682
Welder	3	84	0.37	300	195,804	0.019159781	3,752
Paving							
Pavers	2	81	0.42	20	10,886	0.021546393	235
Paving Equipment	2	89	0.36	20	10,253	0.018465555	189
Rollers	2	36	0.38	20	4,378	0.019840109	87
Architectural Coating							
Air Compressors	1	78	0.48	30	6,739	0.030881642	208
Total							17,784

Source: *Air Quality, Energy, and Greenhouse Gas Impact Analysis, Appendix A*

Table E-2 summarizes the project's construction vehicle fuel usage based on vehicle miles traveled and fuel usage factors contained in the ARB EMFAC2021. The trips included are worker vehicles, vendor vehicles, and haul vehicles. As shown, the project would utilize 8,133 gallons of diesel fuel and 16,033 gallons of gasoline during construction.

Table E-2: Estimated Construction Worker, Vendor, and Haul Trip Fuel Consumption

Construction Source	Number	VMF	Fuel Rate	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Haul Trucks	188	3,760	6.11	616	0
Vendor Trucks	22	67,320	8.96	7,517	0
Worker Vehicles	141	433,455	27.04	0	16,033
Total				8,133	16,033

Source: *Air Quality, Energy, and Greenhouse Gas Impact Analysis, Appendix A*

Table E-3 shows that project construction is anticipated to require a total of approximately 25,954 gallons of diesel fuel and 16,033 gallons of gasoline.

Table E-3: Estimated Total Construction Fuel Consumption

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Construction Vehicles	8,164	16,033
Off-road Construction Equipment	17,790	0
Total	25,954	16,033

Source: *Air Quality, Energy, and Greenhouse Gas Impact Analysis, Appendix A*

Operation

Once operational, the project would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of the residences, water heating, operation of electrical systems and plug-in appliances, and outdoor lighting, and the transport of electricity, natural gas, and water to the residences where they would be consumed. This use of energy is typical for residential development, no additional energy infrastructure would be required to be built to operate the project, and no operational activities would occur that would result in extraordinary energy consumption.

The proposed project would be required to meet the current Title 24 energy efficiency standards, which is included as **PPP E-1**. The City's administration of the Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures

that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); solar-reflective roofing materials; solar panels; energy-efficient indoor and outdoor lighting systems; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. Thus, operation of the project would not use large amounts of energy or fuel in a wasteful manner, and no new operational energy impacts would occur.

As detailed in Table E-4, the vehicular trips related to the new residences are anticipated to result in 5,441,136 annual VMT and an estimated annual fuel consumption of 201,262 gallons of fuel. Operation of the proposed residences is estimated to result in the annual use of approximately 6,792,784 thousand British thermal units (kBtu) of natural gas and approximately 1,783,796 kilowatt-hour (kWh) of electricity.

Table E-4: Project Annual Energy Consumption from Operation

Electricity (Kilowatt-Hours)	
1,783,796	
Natural Gas (Thousands British Thermal Units)	
6,792,784	
Petroleum (gasoline) Consumption	
Annual VMT	Gallons of Gasoline Fuel
5,441,136	201,262

Source: *Air Quality, Energy, and Greenhouse Gas Impact Analysis, Appendix A*

(Sources: *Air Quality, Energy, and Greenhouse Gas Impact Analysis, Appendix A*)

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (No New Impact.)

The proposed project would be required to meet the CalGreen energy efficiency standards in effect during permitting of the project, as included as **PPP E-1**. The City's administration of the requirements includes review of design components and energy conservation measures during the permitting process, which ensures that all requirements are met. In addition, the project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. As discussed, the project includes photovoltaic (PV) solar panels on each of the residences to offset their energy demand in accordance with the existing Title 24 requirements (included as **PPP E-1**). As such, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and no new impacts would occur.

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding energy resources. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and

could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is pursuant to the East Lake Specific Plan.

Existing Plans, Programs, or Policies: The following existing requirements would reduce energy consumption from the proposed project:

PPP E-1. CalGreen Compliance. The project is required to comply with the CalGreen Building Code as included in the City's Municipal Code Section 15.32.010 to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

PPP E-2: Idling Regulations. The project is required to comply with California Air Resources Board (CARB) Rule 2485 (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.

Mitigation Measures: No mitigation measures are required.

VII. GEOLOGY AND SOILS.

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR describes that the Elsinore fault zone is within the Specific Plan area boundaries; and that implementation of Mitigation Measures MM GEO-1 through MM GEO-5 would ensure adequate setbacks for habitable structures away from active faults and fissures would be required to reduce potential impacts to less than significant levels.

Also, the Final EIR describes that all new structures and facilities in the City are required to be designed and constructed in accordance with current state and local laws and regulations including the California Building Code (CBC), City Municipal Code Title 15 (Building Code) and Title 17 (Zoning) Chapter 17.28 and 17.32 to ensure that the potential damage from seismic shaking would be less than significant.

Potential impacts resulting from liquefaction, ground lurching, landslides, slope stability issues, and seismic-induced ground settlement would also be considered less than significant because of the generally flat nature of the Specific Plan area, relatively low risk for liquefaction and medium-stiff to very-stiff dense soil characteristics and compliance with the California Building Code.

The EIR determined that the Specific Plan area would be improved during grading and construction to avoid significant soil erosion and/or loss of topsoil in the post development condition. With implementation of standard WQMP and BMP requirements, impacts would be less than significant.

According to the Final EIR, past soil sampling done at the Specific Plan site found very low to medium expansion potential; thus, expansive soil may be encountered throughout portions of the site, requiring specialized grading recommendations for remediation. Implementation of these measures pursuant to the California Building Code would reduce potential impacts to less than significant levels.

The Final EIR describes that the Specific Plan would not result in the installation of septic tanks or alternative wastewater disposal systems in soils incapable of adequately supporting such sewage disposal

systems. Thus, no impacts would occur.

The Final EIR describes that both the Pleistocene-age alluvial fan and valley deposits in the north, and the unnamed sandstone member of the Pauba Formation in the south, have a high sensitivity for paleontological resources. Fossil deposits encountered in the Specific Plan area would qualify as a “unique paleontological resource or site” as defined by CEQA. Thus, the Final EIR included mitigation, as listed below to ensure that potential impacts to paleontological resources would be less than significant.

East Lake Specific Plan Final EIR Mitigation Measures

MM GEO-1 Prior to approval of future implementing development projects within the East Lake Specific Plan (ELSP), a geotechnical engineering investigation shall be prepared by a California registered geologist or Certified engineering geologist and submitted to the Engineering Department. Said report shall contain the detailed soil, foundation, and seismic design parameters to be used in the project design.

Project Applicability: MM GEO-1 is applicable to the proposed project and has been completed as part of the Geotechnical Investigation, included as Appendix E.

MM GEO-2 Grading plans for projects within the ELSP shall include a grading monitoring and testing program under direction of a California registered geotechnical engineer and/or Certified engineering geologist to verify compliance with the geotechnical recommendations and to confirm that the geotechnical conditions found are consistent with the findings of the investigation performed under MM GEO-1.

Project Applicability: MM GEO-2 is applicable to the proposed project and would be implemented as part of the construction permitting process. This measure would be included in the MMRP for the proposed project.

MM GEO-3 Proposed structures in the ELSP shall be designed in accordance with Uniform Building Code, local building codes, and site-specific ground motion parameters developed during subsequent site planning investigations, whichever has precedence.

Project Applicability: MM GEO-3 is applicable to the proposed project and would be verified as part of the construction and building permitting process. This measure would be included in the MMRP for the proposed project.

MM GEO-4 Prior to approval of future implementing development projects within the ELSP and within areas enclosed by the State of California Special Studies maps, a fault hazards investigation shall be conducted by a geotechnical engineer to identify potential hazards onsite associated with the Wildomar fault and previously theorized buried en-echelon faults. The geotechnical engineer in coordination with the City shall make design and setback recommendations, where required. Pending results of the investigation, additional evaluation (e.g. fault trenching) may be required by the geotechnical engineer in coordination with the City to ensure engineering design and setback recommendations are site-appropriate.

Project Applicability: MM GEO-4 is applicable to the proposed project and has been completed as part of the Geotechnical Investigation, included as Appendix E.

MM GEO-5 Due to the known or potential presence of active faults, potentially capable of surface rupture, structures for human occupation shall not be permitted within 50 feet of any capable faults or fault zones now documented or ultimately documented during further geologic/geophysical investigation of the site during the design of future implementing development projects within the ELSP.

Project Applicability: MM GEO-3 is applicable to the proposed project and would be verified as part of the construction and building permitting process. This measure would be included in the MMRP for the proposed project.

MM GEO-6 Prior to approval of a future implementing development, a site-specific geotechnical subsurface investigation shall be conducted by a California registered geologist to determine design soil liquefaction parameters and provide specific recommendations for site grading and foundation design for projects within the ELSP.

Project Applicability: MM GEO-6 is applicable to the proposed project and has been completed as part of the Geotechnical Investigation, included as Appendix E.

MM GEO-7 Prior to issuance of a grading permit for projects within the ELSP, documentation of slope stability shall be required when the type of fill material has been determined.

Project Applicability: MM GEO-7 is applicable to the proposed project and has been completed as part of the Geotechnical Investigation, included as Appendix E.

MM GEO-8 Use of Sulphur resistant concrete (e.g. "Type V" or equivalent with fly ash) shall be required per Standard Specifications for Public Works Construction for areas containing near surface, high-sulfate content soils for projects within the ELSP.

Project Applicability: MM GEO-8 is applicable to the proposed project and would be implemented as part of the construction permitting process. This measure would be included in the MMRP for the proposed project.

MM GEO-9 Prior to tentative map approval for projects within the ELSP, the project geotechnical, civil, and structural engineers shall review seismic seiche design parameters and incorporate appropriate design standards into the site plan.

Project Applicability: MM GEO-9 is applicable to the proposed project and has been completed as part of the Geotechnical Investigation, included as Appendix E; and would be ensured through the City's construction and building permitting process. This measure would be included in the MMRP for the proposed project.

MM GEO-10 Prior to issuance of grading permits, Applicants shall submit a detailed grading plan, which shall at a minimum include the following information:

1. Preliminary quantity estimates for grading (i.e., cut and fill);
2. Designation of areas of temporary borrowing or depositing of material;
3. Techniques which will be utilized to prevent erosion and sedimentation during and after the grading process. Approved erosion and sedimentation control measures

shall include but not be limited to:

- 1.1. measures to retain sediment on the site such as design and specifications for sediment detention basins and traps, and silt fences;
- 1.2. measures to control surface runoff and erosion on the site such as applying mulches, stabilizers, and designs and specifications for diverters, dikes, and drains; and
- 1.3. measures to enhance and restore groundcover on the site such as identifying types of seeds, fertilizer and application rates, type, location and extent of pre-existing undisturbed vegetation.
4. A schedule for the routine inspection, upkeep, and maintenance of all erosion control features shall be included.
5. Approximate timeframes for grading including identification of areas which may be graded during the higher probability rain months of January through March.

Project Applicability: MM GEO-10 is applicable to the proposed project and would be implemented as part of the grading permitting process. This measure would be included in the MMRP for the proposed project.

MM CUL-12 Prior to the issuance of grading permits for each implementing development project that shall result in any ground disturbance within undisturbed native soils in highly sensitive paleontological areas (shown on 5.4-1 Paleontological Sensitivity Map of the Cultural and Paleontological Assessment as Ha) in Planning Area 7, Planning Area 8, and the very northeast corner of Planning Area 1, Planning Area 3, Planning Area 4, and the very southeast corner of Planning Area 5, a qualified paleontologist shall be retained to prepare a Paleontological Resources Survey of the Project site to determine the site-specific potential of finding paleontological resources within the Project site. If the approved Paleontological Resources Survey determines that it is unlikely that paleontological resources will be uncovered by earth-moving activities, grading and construction activities may proceed, subject to compliance with MM CUL-1 through MM CUL-11. However, if the approved Paleontological Resources Survey determines that it is likely that paleontological resources will be uncovered during earth-moving activities, a qualified paleontologist shall be retained to develop a Paleontological Resources Monitoring and Treatment Plan (PRMTP) for approval by the Community Development Director. Following Community Development Director approval of the PRMTP, grading and construction activities may proceed in compliance with the provisions of the approved PRMTP.

The PRMTP shall include the following measures:

1. Identification of those locations within the Project site where paleontological resources are likely to be uncovered during grading.
2. A monitoring program specifying the procedures for the monitoring of grading activities by a qualified paleontologist.
3. Deep ground disturbance (8 feet b.g.s. or deeper) within undisturbed native soils in low to highly sensitive paleontological areas at-depth (shown on Figure 5.4-1 Paleontological Sensitivity Map as L or Hb) in Planning Area 2, Planning Area 6, or the remaining areas of Planning Area 1 and Planning Area 5 should be monitored part-time. Monitoring shall not be required where ground disturbance is limited to invasive plant species removal or planting of native plant species, without the use of heavy equipment (e.g. scrapers or excavators), for preservation of those sites or where

documentation shows that prior disturbance greater than nine (9) feet in depth has occurred. Examples of adequate documentation include “As-Builts”, geotechnical reports, or similar documents reviewed by the Project’s paleontologist and provided to the City with the grading permit application. Due to the small size of many of the fossil resources documented from nearby localities, any paleontological monitoring shall include regular collection and screening of sediment samples. The monitor shall work under the direct supervision of a qualified paleontologist (B.S. /B.A. in geology and/or paleontology with demonstrated competence in research, fieldwork, reporting, and curation).

4. If fossil remains large enough to be seen are uncovered by earth-moving activities, a qualified paleontologist or qualified designee shall temporarily divert earth-moving activities around the fossil site until the remains have been evaluated for significance and, if appropriate, have been recovered; and, the paleontologist or qualified designee allows earth-moving activities to proceed through the site. If potentially significant resources are encountered, a letter of notification shall be provided in a timely manner to the Community Development Director, in addition to the report (described below) that is filed at completion of grading.
5. If a qualified paleontologist or qualified designee is not present when fossil remains are uncovered by earth-moving activities, these activities shall be stopped and a qualified paleontologist or qualified designee shall be called to the site immediately to evaluate the significance of the fossil remains.
6. At a qualified paleontologist’s or qualified designee’s discretion and to reduce any construction delay, a construction worker shall assist in removing fossiliferous rock samples to an adjacent location for temporary stockpiling pending eventual transport to a laboratory facility for processing.
7. A qualified paleontologist or qualified designee shall collect all significant identifiable fossil remains. All fossil sites shall be plotted on a topographic map of the Project site.
8. If the qualified paleontologist or qualified designee determines that insufficient fossil remains have been found after fifty percent of earthmoving activities have been completed, monitoring can be reduced or discontinued.
9. Any significant fossil remains recovered in the field as a result of monitoring or by processing rock samples shall be prepared, identified, catalogued, curated, and accessioned into the fossil collections of the San Bernardino County Museum, or another museum repository complying with the Society of Vertebrate Paleontology standard guidelines. Accompanying specimen and site data, notes, maps, and photographs also shall be archived at the repository.
10. Within 6 months following completion of the above tasks or prior to the issuance of occupancy permits, whichever comes first, a qualified paleontologist or qualified designee shall prepare a final report summarizing the results of the mitigation program and presenting an inventory and describing the scientific significance of any fossil remains accessioned into the museum repository. The report shall be submitted to the Community Development Department – Planning Division and the museum repository. The report shall comply with the Society of Vertebrate Paleontology standard guidelines for assessing and mitigating impacts on paleontological resources.

Project Applicability: The project is not located within Planning Area 7, Planning Area 8, Planning Area 1, Planning Area 3, Planning Area 4, or Planning Area 5. However, MM CUL-12 is applicable to the proposed project for excavation, grading, and ground disturbances at 5-feet below the surface in undisturbed non-fill soils and would be implemented per Mitigation Measure MM CUL-a (listed below, as specified for the project) as part of the grading permitting process. Monitoring above 5-feet in depth and monitoring of disturbed deposits and artificial fill is not warranted. This measure would be included in the MMRP for the proposed project.

Impacts Associated with the Proposed Project

This section is based on the *Geotechnical Investigation*, 2022, prepared by Sladden Engineering (Appendix E); the *Project Specific Water Quality Management Plan*, prepared by Wilson Mikami Corporation, 2022 (Appendix I); and the *Paleontological Assessment*, prepared by Brian F. Smith and Associates, Inc., 2022 (Appendix F).

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. (No New Impact.)

The Geotechnical Investigation describes that the project site is not within a Alquist-Priolo Earthquake Fault Zone based on State published geologic hazard maps. However, the County of Riverside identifies that the Elsinore Fault (Glen Ivy Section) transects the northern portion of the site. This fault is not zoned as an active fault and previous investigations determined that the fault in Holocene in age and not an active fault. In addition, no active fault tracing is observed on the site. Therefore, the Geotechnical Investigation determined that the potential for onsite rupture is low. The Final EIR identified the existing fault and determined that implementation of **Mitigation Measures MM GEO-1 through MM GEO-5** would ensure adequate setbacks for habitable structures and other measures that would reduce potential impacts to a less than significant level. Thus, impacts would be consistent with the Final EIR, and no new impacts related to faults would occur.

(Sources: *Geotechnical Investigation*, 2022, Appendix E)

ii) Strong seismic ground shaking? (No New Impact.)

The project site is located within a seismically active region of Southern California. As described in the previous response a non-active portion of the Elsinore fault transects the northern portion of the site. However, an active portion of the Elsinore Fault Zone is located 3 miles from the site, and there are various other active faults in the region. Thus, moderate to strong ground shaking can be expected at the site. The amount of motion can vary depending upon the distance to the fault activity, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, that consists of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.

Structures built in the City are required to be built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), included in the Municipal Code as Title 15. In addition, **PPP GEO-1** has been included to provide provisions for earthquake safety based on factors including occupancy type, the types of soils onsite, and the probable strength of the

ground motion. Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Also, the Final EIR identified that implementation of Mitigation Measures MM GEO-1 through MM GEO-5 would reduce potential seismic related impacts to a less than significant level. Because the proposed project would be constructed in compliance with the CBC and **Final EIR Mitigation Measures MM GEO-1 through MM GEO-5**, impacts would be less than significant, and no new impacts related to strong seismic ground shaking would occur.

(Sources: *Geotechnical Investigation*, 2022, Appendix E)

iii) Seismic-related ground failure, including liquefaction? (No New Impact.)

Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires “mobility” sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils.

Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Lateral spreading is a form of seismic ground failure due to liquefaction in a subsurface layer.

According to the Geotechnical Investigation prepared for the proposed project, the site is mapped by Riverside County as having moderate potential for liquefaction. Based on groundwater at 38 feet below the site, as identified by the Geotechnical Investigation, it was determined that risks related to liquefaction are low and the potential settlement is 1 inch over a horizontal distance of approximately 100 feet includes engineering and design recommendations in compliance with the CBC that include excavation and recompaction of the upper 3 feet of existing soils.

As described previously, structures built in the City are required to be built in compliance with the CBC, as included in the City’s Municipal Code as Title 15 (and herein as **PPP GEO-1**), which implements specific requirements for seismic safety, excavation, foundations, and building construction. Also, the Final EIR identified that implementation of Mitigation Measure MM GEO-6 would reduce potential seismic related impacts to a less than significant level. Implementation of **Mitigation Measure MM GEO-6** and compliance with the CBC, as included as **PPP GEO-1** would ensure that no new impacts would occur.

(Sources: *Geotechnical Investigation*, 2022, Appendix E)

iv) Landslides? (No New Impact.)

Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquakes induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits.

As described above, the project site is located in a seismically active region subject to strong ground shaking. However, the project site is generally flat and does not contain any hills or any other areas that could be subject to landslides, and no substantial slopes are located adjacent to the site. The Geotechnical Investigation describes that the project site is relatively flat and does not include a

hillside and is not adjacent to a hillside that could result in a landslide. Therefore, the project would not result in impacts related to landslides.

(Sources: *Geotechnical Investigation*, 2022, Appendix E)

b) Result in substantial soil erosion or the loss of topsoil? (No New Impact.)

Construction of the project has the potential to contribute to soil erosion and the loss of topsoil. Grading and excavation activities that would be required for the proposed project would expose and loosen topsoil, which could be eroded by wind or water. However, the City's Municipal Code Chapter 14.08 implements the requirements of the NDDES Storm Water Permit and all projects in the City are required to conform to the permit requirements. This includes installation of Best Management Practices (BMPs) in compliance with the NPDES permit, which establishes minimum stormwater management requirements and controls that are required to be implemented for the proposed project. To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by the Regional Water Quality Control Board (RWQCB) regulations to be developed by a QSD (Qualified SWPPP Developer). The SWPPP is required to address site-specific conditions related to specific grading and construction activities. The SWPPP is required to identify potential sources of erosion and sedimentation loss of topsoil during construction, identify erosion control BMPs to reduce or eliminate the erosion and loss of topsoil, such as use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding. With compliance with the City's Municipal Code, RWQCB requirements, and the BMPs in the SWPPP that is required to be prepared to implement the project included as **PPP WQ-1**, construction impacts related to erosion and loss of topsoil would not occur.

In addition, the proposed project includes installation of landscaping, such that during operation of the project large areas of loose topsoil that could erode would not exist. In addition, as described in Section X, *Hydrology and Water Quality*, the onsite drainage features that would be installed by the project have been designed to slow, filter, and infiltrate stormwater, which would also reduce the potential for stormwater to erode topsoil during project operations. Furthermore, implementation of the project requires City approval of a site specific Water Quality Management Plan (WQMP), included as **PPP WQ-2**, which would ensure that the City's Municipal Code, RWQCB requirements, and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, no new impacts related to substantial soil erosion or loss of topsoil would occur.

(Sources: *Project Specific Water Quality Management Plan*, Appendix I)

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? (No New Impact.)

Landslide. As described above, the project site is generally flat, and does not contain nor is adjacent to any slope or hillside area. The project would not create slopes. Thus, on or off-site landslides would not occur from implementation of the project.

Liquefaction. As described previously, the site is mapped by Riverside County as having a moderate potential for liquefaction, but the Geotechnical Investigation determined that the potential for liquefaction is low. The Geotechnical Investigation includes engineering and design recommendations in compliance with the CBC, as included in the City's Municipal Code as Title 15 (and herein as **PPP GEO-1**), which would ensure that no new impacts related to liquefaction hazards would occur.

Lateral Spreading. Lateral spreading, a phenomenon associated with seismically induced soil liquefaction, is a display of lateral displacement of soils due to inertial motion and lack of lateral support during or post

liquefaction. It is typically exemplified by the formation of vertical cracks on the surface of liquefied soils, and usually takes place on gently sloping ground or level ground with nearby free surface such as drainage or stream channel. The Geotechnical Investigation describes that due to the lack of slope and compacted site soils, lateral spread potential is expected to be minimal, and no new impact would occur with implementation of **PPP GEO-1**.

Subsidence and Collapse. The Geotechnical Update describes that settlement resulting from the project would be minimal with the recommended CBC compliant foundation designs. As described previously, the project includes excavation and recompaction of the upper 3 feet of existing soils. Implementation of the CBC measures would be ensured by **PPP GEO-1** and no new impacts would occur.

(Sources: *Geotechnical Investigation*, 2022, Appendix E)

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? (No New Impact.)

Expansive soils contain certain types of clay minerals that shrink or well as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical Investigation describes that the site is underlain by silky sand and clayey sand. The testing of the onsite soils identified a low expansion potential. As described previously, compliance with the CBC, as included as **PPP GEO-1** would ensure that foundation designs are consistent with the CBC regulations, included as **PPP GEO-1**. Thus, no new impacts related to expansive soils would occur.

(Sources: *Geotechnical Investigation*, 2022, Appendix E)

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (No New Impact.)

The project would not use septic tanks or alternative methods for disposal of wastewater into subsurface soils. Furthermore, the proposed project would connect to existing public wastewater infrastructure within Mission Trail. Therefore, the project would not result in new impacts related to septic tanks or alternative wastewater disposal methods.

(Sources: Project Plans)

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (No New Impact.)

Paleontological resources are the remains of prehistoric life that have been preserved in geologic strata. These remains are called fossils and include bones, shells, teeth, and plant remains (including their impressions, casts, and molds) in the sedimentary matrix, as well as trace fossils such as footprints and burrows. Fossils are considered older than 5,000 years of age (Society of Vertebrate Paleontology 2010), but may include younger remains (subfossils), for example, when viewed in the context of local extinction of the organism or habitat.

A Paleontological Resource Assessment (Appendix F) was completed for the project, which describes that the geologic units mapped as underlying the project site are Holocene and late Pleistocene-aged, young, sandy, alluvial-valley deposits (Qyva). The sedimentary deposits are almost entirely of Holocene age,

consisting of unconsolidated silt, sand, and clay-bearing alluvium. The Paleontological Resource Assessment describes that Holocene alluvium is generally considered to be geologically too young to contain significant fossils. In addition, the City's General Plan Figure 4.6, "Paleontological Resources," identifies the project site as having a "Low" sensitivity for potential paleontological resources. However, older deposits of Pleistocene age underlie the Holocene surficial deposits at an unknown depth. These older Pleistocene sediments have a potential to yield significant paleontological resources.

The Paleontological Resource Assessment includes a records search of the Western Science Center (WSC) in Hemet and primary literature, which determined that no fossil localities have been previously identified within the project boundaries. A prior paleontological literature review and collections and records search was performed by the Los Angeles County Museum of Natural History (LACM) for another housing subdivision project bordering the western boundary of the project site that identified a fossil locality approximately one mile north in the vicinity of the San Jacinto River outlet, which consist of the remains of a Pleistocene camel (LACM 6059). Other prior records searches by the LACM for other nearby projects have indicated a lacustrine origin for locality LACM 6059. Also, Pleistocene-aged lacustrine sediments of Lake Elsinore produced 18,100-year-old freshwater mollusks, some now extinct in the region, that were discovered at depths as shallow as five feet during construction mitigation for a project that is less than one mile west of the project site.

The Geotechnical Investigation describes that the project site is underlain by three feet of artificial fill, which was documented in 6 exploratory borings. Excavation and grading for the proposed project is anticipated to be limited to 3 feet below the existing ground for excavation and compaction of the existing fill soils. The Paleontological Resource Assessment determined that based on the nearby occurrences of significant paleontological resources found in older Pleistocene sediments that have the potential to underlie Holocene sediments on the site, that monitoring would be required if project excavation and grading exceed 5-feet in depth; and that monitoring of disturbed deposits and artificial fill is not warranted. These monitoring requirements are consistent with **Final EIR Mitigation Measure MM CUL-12**. Thus, no new impacts would occur.

(Sources: *Geotechnical Investigation*, 2022, Appendix E and *Paleontological Assessment*, Appendix F)

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding geology and soils. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is

consistent with the East Lake Specific Plan.

Existing Plans, Programs, or Policies

The following existing requirements would reduce geology and soils related impacts from the proposed project:

PPP GEO-1: California Building Code. Prior to issuance of any construction permits, the project is required to demonstrate compliance with the California Building Code as included in the City's Municipal Code Title 15 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the project are required to be incorporated into grading plans and specifications as a condition of construction permit approval.

PPP WQ-1: NPDES/SWPPP. As listed in in Section X, *Hydrology and Water Quality*.

PPP WQ-2: WQMP. As listed in in Section X, *Hydrology and Water Quality*.

Mitigation Measures: The East Lake Specific Plan Final EIR mitigation measures for geology and soils, which are listed previously are applicable to the proposed project and would be implemented. In addition, **Mitigation Measure MM CUL-12a** below provides a clarification to MM CUL-12 to detail at what depth of excavation monitoring would be required. These mitigation measures would be included in the project MMRP to ensure implementation.

MM CUL-12a: Paleontological Resources. Prior to the issuance of grading permits for the proposed project, pursuant to Mitigation Measure MM CUL-12 and the Paleontological Assessment for the Mission Trail Project, any ground disturbance at or below 5-feet below the surface within undisturbed native soils will require that a qualified paleontologist be retained to develop a Paleontological Resources Monitoring and Treatment Plan (PRMTP) for approval by the Community Development Director and implementation for ground disturbances at or below 5-feet in depth. Monitoring above 5-feet in depth and monitoring of disturbed deposits and artificial fill is not warranted.

VIII. GREENHOUSE GAS EMISSIONS

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

According to the Final EIR, the Specific Plan would exceed the target efficiency metric by 9.3 metric tons per year CO₂e/SP in the year 2022 and by 11.5 metric tons per year CO₂e/SP in the year 2040. Based on the conservative analysis, the Specific Plan would result in significant unavoidable increased GHG emissions from future operations and construction. Implementation of the air quality and GHG mitigation measures would be required for future implementing development projects to reduce GHG impacts generated during construction and operations; however, it cannot be guaranteed at this time that such measures would reduce impacts to less than significant. Thus, the Final EIR determined that impacts would be significant and unavoidable.

East Lake Specific Plan Final EIR Mitigation Measures

MM GHG-1 Prior to issuance of a building permit for new implementing development projects within the East Lake Specific Plan, the applicant shall be required to demonstrate compliance with the following:

1. Achieve 15% energy efficiency above 2016 Title 24, Part 6 for projects after 2018

and 5% energy efficiency above 2016 Title 24 for projects after 2020.

2. Reduce indoor water consumption by 30% for projects after 2018 and 35% for projects after 2020 above baseline identified in 2016 Title 24, Part 11.

Impacts Associated with the Proposed Project

This section is based on the *Air Quality, Energy, and Greenhouse Gas Impact Analysis* (Appendix A) prepared for the proposed project. The project's construction and operational emissions were calculated using CalEEMod, Version 2022.1. The results and conclusions of the report and calculations relative to emissions are summarized herein. These impacts are analyzed on a cumulative basis, utilizing Carbon Dioxide Equivalent (CO₂e), measured in metric tons (MT) or MTCO₂e.

Global climate change refers to changes in average climatic conditions on Earth as a whole. GHGs contribute to an increase in the temperature of the earth's atmosphere by allowing solar radiation (sunlight) into the Earth's atmosphere but preventing radiative heat from escaping. The principal GHGs include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone, and water vapor. For purposes of planning and regulation, CCR Section 15364.5 defines GHGs to include CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (SF₆). GHGs are emitted by both natural processes and human activities. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions. Emissions of GHGs in excess of natural ambient concentrations are thought to be responsible for the enhancement of the greenhouse effect and contributing to what is termed "global warming," the trend of warming of the Earth's climate from anthropogenic activities.

GHG Thresholds

The City of Lake Elsinore has not adopted a numerical significance threshold to evaluate greenhouse gas (GHG) impacts. SCAQMD does not have approved thresholds; however, it does have draft thresholds that provides a tiered approach to evaluate GHG impacts, which includes the following:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - Residential and Commercial land use: 3,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year
 - Industrial land use: 10,000 MTCO₂e per year
 - Based on land use type: residential: 3,500 MTCO₂e per year; commercial: 1,400 MTCO₂e per year; or mixed use: 3,000 MTCO₂e per year

The SCAQMD's draft threshold uses the Executive Order S-3-05 year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO₂ concentrations at 450 parts per million (ppm), thus stabilizing global climate. Therefore, for purposes of examining potential GHG impacts from implementation of the proposed project, and to provide a

conservative analysis of potential impacts, the Tier 3 screening level for all land use projects of 3,000 MTCO₂e was selected as the significance threshold.

In addition, SCAQMD methodology for evaluating a project's construction emissions are to amortize them over 30-years and then add them to the project's operational emissions to determine if the project would exceed the screening values listed above.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (No New Impact.)

Construction activities produce GHG emissions from various sources, such as site excavation, grading, utility engines, heavy-duty construction vehicles onsite, equipment hauling materials to and from the site, asphalt paving, building construction, and motor vehicles transporting the construction crew. As shown on Table GHG-1, construction of 191 residences would result in a total of 708 MTCO₂e amortized over 30 years.

Table GHG-1: Project Construction Generated Greenhouse Gas Emissions (MTCO₂e)

Activity	Annual GHG Emissions (MTCO ₂ e)
2024	425
2025	283
Total Emissions	708
Total Emissions Amortized Over 30 Years	24

Source: *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, Appendix A.

In addition, operation of the proposed residences would result in area and indirect sources of operational GHG emissions that would primarily result from vehicle trips, electricity and natural gas consumption, water transport (the energy used to pump water), and solid waste generation. GHG emissions from electricity consumed by the residences would be generated off-site by fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source. The estimated operational GHG emissions that would be generated from 191 residences was determined using CalEEMod. Additionally, in accordance with SCAQMD recommendation, the project's amortized construction related GHG emissions are added to the operational emissions estimate in order to determine the project's total annual GHG emissions.

As shown on Table GHG-2, operation of 191 residences would generate approximately 2,640 MTCO₂e per year, plus the amortized construction emissions of 24 MTCO₂e would equal 2,663 MTCO₂e per year, which would be below the screening threshold of 3,000 MTCO₂e per year. Therefore, operation of the proposed 191 residences would be below the screening threshold, and no new impacts related to greenhouse gas emissions would occur.

Table GHG-2: Total Greenhouse Gas Emissions

Activity	Annual GHG Emissions (MTCO ₂ e)
Project Operational Emissions	
Mobile	2,040
Area	3
Energy	502
Water	24
Waste	71
Total Project Gross Operation Emissions	2,640
Project Construction Emissions	24
Total Emissions	2,663
Tier 3: Significance Threshold	3,000
Threshold Exceeded?	No

Source: *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, Appendix A.

(Sources: *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, Appendix A)

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (No New Impact.)

The proposed project would develop the site with single-family residences and related open space and recreation areas that would comply with state programs that are designed to be energy efficient. The proposed project would comply with all mandatory measures under the California Title 24, California Energy Code, and the CalGreen Code, which would provide efficient energy and water consumption. Consistent with these requirements, the project includes photovoltaic (PV) solar panels to offset the energy demand. The City's administration of the requirements includes review of the energy conservation measures during the permitting process, which ensures that all requirements are met. Also, as described in Section 17, *Transportation*, the proposed project would result in less than significant impacts related to vehicle miles traveled (VMT) impact because the project would generate less than 3,000 MTCO₂e per year.

In addition, the California Air Resources Board (CARB) Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of the California Climate Change Scoping Plan to reduce GHG emissions levels. The Scoping Plan identifies the 2030 target of a 40% reduction below 1990 levels, set by SB 32. The proposed project would be consistent with the applicable measures established in the Scoping Plan, as shown in Table GHG-3. Therefore, the proposed project would not conflict with CARB plans, policies, and regulations adopted for the purpose of reducing the greenhouse gas emissions.

Table GHG-3: Project Consistency with CARB Scoping Plan

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	Consistent. The project area uses energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The project would not interfere with or obstruct SCE energy source diversification efforts.

Action	Responsible Parties	Consistency
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		Consistent. The new development implemented by the project would be designed and constructed to implement the energy efficiency measures. The project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly-owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		Consistent. The new development would be designed and constructed to implement the Title 24 (CalGreen) Standards.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty EV by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	Consistent. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets.
At least 4.2 million zero emission and plug-in hybrid light-duty EV by 2030.		Consistent. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		Consistent. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.
Medium- and Heavy-Duty GHG Phase 2.		Consistent. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses		Consistent. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts improve transit-source emissions.

Action	Responsible Parties	Consistency
<p>purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_x standard.</p>		
<p>Last Mile Delivery: New regulation that would result in the use of low NO_x or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.</p>		<p>Consistent. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.</p>
<p>Further reduce vehicle miles traveled (VMT) through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document “Potential VMT Reduction Strategies for Discussion.”</p>		<p>Consistent. The project would not obstruct or interfere with implementation of SB 375 and would therefore, not conflict with this measure.</p>
<p>Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).</p>	CARB	<p>Consistent. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).</p>

Action	Responsible Parties	Consistency
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	Consistent. The project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.
By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	Consistent. The project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	Consistent. This measure would apply to all trucks accessing the project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The project would not obstruct or interfere with agency efforts to Improve freight system efficiency.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		Consistent. The project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.

Action	Responsible Parties	Consistency
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	Consistent. The project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Consistent. These are not emissions related to the proposed project. Hence, the proposed project would not obstruct or interfere agency efforts to reduce SLPS emissions.
50% reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA SWRCB, Local Air Districts	Consistent. The new development would be required through City permitting to implement waste reduction and recycling measures consistent with state and City requirements. The project would not obstruct or interfere agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Consistent. The project is not applicable to implementation of Cap-and-Trade Program provisions. Thus, the project would not obstruct or interfere implementation the post-2020 Cap-and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	Consistent. The project includes 0.15 acre located below the CDFW jurisdictional elevation of 1,265 feet AMSL and is associated with the back basin of Lake Elsinore. The project has been designed to be setback from this area. Thus, the project would not obstruct or interfere agency efforts to protect land from conversion through conservation easements and other incentives.

Action	Responsible Parties	Consistency
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		Consistent. The project provides for residential development on a disturbed site with ruderal vegetation that does not provide for carbon storage or sequestration. The project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		Consistent. Where appropriate, the new development would incorporate wood or wood products. The project would not obstruct or interfere agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan		Consistent. The project would not obstruct or interfere agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	Consistent. The project would not obstruct or interfere agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	Consistent. The project would not obstruct or interfere agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Consistent. The project would not obstruct or interfere agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

Source: *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, Appendix A.

The City of Lake Elsinore adopted a Climate Action Plan (CAP) in 2011. The following table consists of an analysis of project consistency with the policies in the CAP.

Table GHG-4: Project Consistency with the City's Climate Action Plan

CAP Measure	Applicability to Proposed Project	Consistency
Measure T-1.2: Pedestrian Infrastructure	Applicable	<p>Consistent. This measure requires the installation of sidewalks along new and reconstructed streets and sidewalks or paths to internally link all uses and provide connections to neighborhood activity centers, major destinations, and transit facilities contiguous with the project site.</p> <p>The project would provide sidewalks along all internal streets and along Mission Trail that would be implemented through project permitting. As such, the proposed project would not conflict with this measure.</p>
Measure T-1.4: Bicycle Infrastructure	Applicable	<p>Consistent. This measure requires new development to implement and connect to the network of Class I, II and III bikeways, trails and safety features identified in the General Plan, Bike Lane Master Plan, Trails Master Plan and Western Riverside County Non-Motorized Transportation plan.</p> <p>The General Plan identifies a planned Class II bicycle lane along the project site frontage. The project includes installation of sidewalks and a Class II bicycle lane along the project frontage. As such, the proposed project would implement this measure and would not conflict with this measure.</p>
Measure T-1.5: Bicycle Parking Standards	Not Applicable	<p>Not Applicable. This measure requires the City to enforce short-term and long-term bicycle parking standards for new non-residential developments. This measure is not applicable to the residential project. As such, the proposed project would not conflict with this measure.</p>
Measure T-2.1: Designated Parking for Fuel Efficient Vehicles	Not Applicable	<p>Not Applicable. This measure requires new non-residential developments to designate 10% of total parking spaces for low-emitting, fuel-efficient vehicles. This measure is not applicable to the residential project. As such, the proposed project would not conflict with this measure.</p>
Measure T-4.1: Commute Trip Reduction Program	Not Applicable	<p>Not Applicable. This measure requires the City to institute a commute trip reduction program for employers with fewer than 100 employees. This</p>

CAP Measure	Applicability to Proposed Project	Consistency
		measure is not applicable to the residential project. As such, the proposed project would not conflict with this measure.
Measure E-1.1: Tree Planting Requirements	Applicable	Consistent. This measure requires new developments to plant at minimum one 15-gallon non-deciduous, umbrella-form tree per 30 linear feet of boundary length near buildings. The project would comply with this measure as shown on Figure 14, <i>Conceptual Landscape Plan</i> . This measure is implemented by the Departments of Planning, Public Works, and Parks and Recreation through the development review process, and conditions of approval. As such, the proposed project would not conflict with this measure.
Measure E-1.2: Cool Roof Requirements	Not Applicable	Not Applicable. This measure requires new non-residential development to use roofing materials having solar reflectance, thermal emittance, or Solar Reflectance Index consistent with CALGreen Tier 1 values. This measure is not applicable to the residential project. As such, the proposed project would not conflict with this measure.
Measure E-1.3: Energy Efficient Building Standards	Applicable	Consistent. This measure requires that new construction exceed the California Energy Code requirements through either the performance-based or prescriptive approach described in the California Green Building Code. This measure is implemented by the Departments of Planning, Public Works, and Building through the development review process, and conditions of approval. As such, the proposed project would not conflict with this measure.
Measure E-3.2: Energy Efficient Street and Traffic Signal Lights	Applicable	Consistent. This measure requires the City to work with Southern California Edison to replace existing high-pressure sodium streetlights and traffic lights with high efficiency alternatives, such as Low Emitting Diode (LED) lights; replace existing City owned traffic lights with LED lights; require any new street and traffic lights to be LED. This measure is currently being implemented by the Department of Public Works through renovation. This measure would apply to any street and/or traffic lights replaced or installed as part of the project. This measure is implemented by the Departments of Planning, Public Works, and Building through the development review process, and conditions of approval. As such, the

CAP Measure	Applicability to Proposed Project	Consistency
		proposed project would not conflict with this measure.
Measure E-4.1: Landscaping Ordinance	Applicable	Consistent. This measure requires the City to enforce the City’s AB 1881 Landscaping Ordinance, which requires that landscaping be water efficient, thereby consuming less energy and reducing emissions. The proposed project is consistent with the City’s landscaping and irrigation requirements. This measure is verified by the Departments of Planning, Public Works, and Building through the development review process, and conditions of approval. As such, the proposed project would not conflict with this measure.
Measure E-4.2: Indoor Water Conservation Requirements	Applicable	Consistent. This measure requires that development projects reduce indoor water consumption. The proposed project is designed to be consistent with the Title 24 water conservation requirements. This measure would be verified by the Departments of Building and Planning through project permitting. As such, the proposed project would not conflict with this measure.
Measure E-5.1: Renewable Energy Incentives	Applicable	Consistent. This measure facilitates the voluntary installation of small-scale renewable energy systems, such as solar photovoltaic and solar hot water systems, by connecting residents and businesses with technical and financial assistance through the City website. This measure is implemented by the Departments of Building and Planning through outreach and incentive programs. The proposed project is designed to be consistent with the Title 24 energy requirements and would include PV solar panels. No elements of the proposed project would conflict with this measure.
Measure S-1.4: Construction and Demolition Waste Diversion	Applicable	Consistent. This measure requires development projects to divert, recycle or salvage nonhazardous construction and demolition debris generated at the site, and requires all construction and demolition projects to be accompanied by a waste management plan for the project. This measure is implemented by the Departments of Planning and Building through City contracts, Municipal Code amendments, development and review process, and conditions of approval. The proposed project would implement construction and demolition waste diversion, as further detailed in Section XIX, <i>Utilities and Service Systems</i> . As such, the proposed project would not conflict with this measure.

(Sources: *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, Appendix A)

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding greenhouse gas emissions. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Mitigation Measures: No mitigation measures are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR determined that no hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste would occur that would pose threat to the nearby schools. No impact would occur, and no mitigation would be required.

The Final EIR describes that the Specific Plan's proposed uses and infrastructure improvements are not typically associated with the transport, use, or disposal of hazardous materials in quantities that would result in significant impacts. Although land uses may utilize products that contain toxic substances, these products are usually in relatively low concentration and small in amount and would not pose a significant risk to humans or the environment during transport to/from or use at the area. In addition, pursuant to State law and local regulations, residents and operators of the non-residential uses would be required to dispose of hazardous waste (e.g., batteries, used oil, old paint) at a permitted hazardous waste collection facility; therefore, no impacts would occur.

The Final EIR describes that because any remediation activities would be completed pursuant to existing regulations and Mitigation Measures MM HAZ-1 and MM HAZ-2, prior to occupation and operations of new development, impacts would be reduced to a less than significant level. The Final EIR states that implementation MM HAZ-3 and MM HAZ-4 would ensure potential impacts related to Skylark Airport would be less than significant.

New developments associated with the buildout of the Specific Plan would be required to comply with all applicable fire code requirements for construction and access to the site. Therefore, the Specific Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and no mitigation is required. Also, the Specific Plan would implement General Plan Policies 4.1 through 4.3 to reduce impacts from wildland fire hazards and are ensured through Mitigation Measure MM HAZ-5. Thus, the Final EIR determined that impacts related to hazards and hazardous materials would be less than significant with implementation of mitigation.

East Lake Specific Plan Final EIR Mitigation Measures

MM HAZ-1 Testing for the presence and location(s) of asbestos containing materials and lead-based containing materials shall be performed by a professional service provider prior to issuance of a demolition permit for structures built prior to 1980. Any identified contaminated materials shall be removed, handled and processed per applicable health and safety code regulations.

Project Applicability: MM HAZ-1 is not applicable to the proposed project because the site is vacant and does not contain any structures built prior to 1980.

MM HAZ-2 Assessor's parcel number (APN) 371-020-07 shall be inspected by a professional service provider for staining or signs of hazardous materials or petroleum products by associated with an abandoned oil/gas well known as "Conklin-Walker 1". Inspection and confirmation of the well's abandonment as well as removal of any remaining equipment or improperly abandoned elements of the well shall be conducted in accordance with Division of Oil, Gas, and Geothermal Resources (DOGGR) requirements prior to issuance of a grading or building permit for the parcel.

Proposed Project Applicability: MM HAZ-2 is not applicable to the proposed project because the project site does not include APN 371-020-07. The project site is limited to APNs: 370-050-019, -020, and -032.

MM HAZ-3 Relocation of the Skylark Airport and/or future implementing development projects within the ELSP and Skylark Airport Influence Area (as shown in Figure 5.7-1 Airport Influence Areas or as amended in the future) shall require a City plan check of the construction plans to confirm no tall equipment or construction activities would violate applicable requirements of the Federal Aviation Administration (FAA) regarding any encroachment into the airport's navigable airspace in accordance with Federal Aviation Regulations (FAR) Part 77, or shall obtain encroachment approvals through Caltrans if such activities cannot avoid encroachment during airport operating hours.

Project Applicability: MM HAZ-3 is applicable to the proposed residential project and would be implemented as part of the approval process and included in the project's MMRP. The project site is located within the Skylark Airport Influence Area (as shown in Final EIR Figure 5.7-1); however, the project is limited to construction of two-story residences that would not encroach into navigable airspace.

MM HAZ-4 Relocation of the Skylark Airport and/or future implementing development projects within the East Lake Specific Plan and Skylark Airport Influence Area (as shown in Figure 5.7-1 Airport Influence Areas or as amended in the future) shall be evaluated for consistency with continued operations at the existing airport or relocated airport. The project applicant of each such development project shall comply with the applicable requirements of the Federal Aviation Administration (FAA) regarding any encroachment into the airport's

navigable airspace in accordance with Federal Aviation Regulations (FAR) Part 77 and demonstrate land use consistency with the Caltrans Airport Land Use Planning Handbook.

Proposed Project Applicability: MM HAZ-4 is not applicable to the proposed residential project. The project site is located within the Skylark Airport Influence Area (as shown in Final EIR Figure 5.7-1); however, the project is limited to construction of two-story residences that would not encroach into navigable airspace.

MM HAZ-5 As part of the approval process for a future implementing development project, projects shall be required to demonstrate their avoidance of significant impacts associated with wildfire hazards through implementation of Policies 4.1 through 4.3 of the Wildfire Hazards section of the Public Safety and Welfare chapter of the General Plan. (Ref. General Plan EIR Mitigation Measure MM Hazards 5). In addition, all fuel modification activities for future implementing development projects must be conducted in accordance with Section 6.4 Fuels Management of the MSHCP, where applicable.

Project Applicability: MM HAZ-5 is applicable to the proposed residential project and would be implemented as part of the approval process and would be included in the project MMRP.

Impacts Associated with the Proposed Project

This section is based on the Phase I Environmental Site Assessment, prepared by Sladden Engineering, Inc., 2021. (Appendix G).

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (No New Impact.)

A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

Construction

The proposed construction activities would involve the routine transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking during construction activities. In addition, hazardous materials would routinely be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state regulations that are implemented by the City during building permitting for construction activities. Construction of the project would not require the use of acutely hazardous materials. As such, impacts to surrounding residential neighborhoods through the routine transport, use, or disposal of hazardous materials is not expected. Therefore, no new impacts related to use of these materials during construction would occur.

Operation

The project involves operation of 191 new residences and recreation facilities, which involve routinely using hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in

limited quantities. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment in the vicinity of the project. Therefore, operation of the project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and no new impacts would occur.

(Sources: *Phase I Environmental Site Assessment*, Appendix G)

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? (No New Impact.)

Construction

While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of best management practices (BMPs) during construction are implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit (and included as **PPP WQ-1**). Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Operation

Other operational aspects of the proposed residential project involve use and storage of common hazardous materials such as paints, solvents, cleaning products, fuels, lubricants, adhesives, sealers, and pesticides/herbicides. These types of hazardous materials are regulated by existing laws that have been implemented to reduce risks related to the use of these substances. Normal routine use of typical residential products pursuant to existing regulations would not result in a significant hazard to the environment, residents, or workers in the vicinity of the project.

(Sources: *Phase I Environmental Site Assessment*, Appendix G)

c) Emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (No New Impact.)

The closest school to the project site is the Jean Hayman Elementary School that is located at 21440 Lemon Street, which is approximately 0.2-miles from the project site. As detailed previously, construction and operation of the proposed residential project would involve the use, storage, and disposal of small amounts of hazardous materials on the project site. These hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential of

accidental release into the environment near the school.

Additionally, the emissions that would be generated from construction and operation of the project were evaluated in the Air Quality analysis presented in Section III, and the emissions generated from the project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the project would not emit hazardous or handle acutely hazardous materials, substances, or waste near the school, and no new impacts would occur.

(Sources: *Air Quality, Energy, and Greenhouse Gas Impact Analysis*, Appendix A and *Phase I Environmental Site Assessment*, Appendix G)

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

A search of government databases was conducted during preparation of the Phase I and the environmental database report system did not identify the project site on any list of hazardous material sites. In addition, the Phase I conducted a search to identify if there are any hazardous material uses in the project vicinity that could adversely affect the project site. Information from the search was reviewed for potential environmental concerns; however, none of the offsite listings were identified as a potential impact. Therefore, the proposed project would not be located on a list of hazardous material sites or create a significant hazard to the public or the environment, and no new impacts would occur.

(Sources: *Phase I Environmental Site Assessment*, Appendix G)

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

The project site is located within the Skylark Airport Influence Area (as shown in Final EIR Figure 5.7-1). The Skylark Airport is a private airport that is the hub for air sports in Lake Elsinore and accommodates organizations that utilize the airport for plane use, glider flights, and skydiving. The General Plan EIR describes that the allowable land uses include residential development in the vicinity of the airport; and that these uses, including the allowable residential uses within the project site, would not conflict with requirements of the FAA regarding proximity of development to airports.

The proposed project is limited to construction of two-story residences that would not encroach into navigable airspace, and the project site is not within the flight path of the airport. As such, the project would not be exposed to hazards related to airport operations, and no impacts would occur.

(Sources: Google Earth; Lake Elsinore General Plan, East Lake Specific Plan EIR)

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (No New Impact.)

The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan.

Construction

Short-term construction activities include development of the project driveway, and installation of utility connections to the existing infrastructure systems. These activities could require the temporary closure of

one lane of Mission Trail. However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process, as incorporated into the construction permits. Thus, no new impacts related to an emergency response or evacuation plan would occur during construction.

Operation

Direct access to the project site would be provided from Mission Trail. The design of internal streets would provide access to each of the proposed residences. The project is required to provide internal streets and fire suppression facilities (e.g., hydrants and sprinklers) that conform to the California Fire Code requirements, included in Municipal Code Chapter 15.56 (included as **PPP HAZ-1**), as verified through the City's permitting process. As such, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no new impacts would occur.

(Sources: project plans, City of Lake Elsinore Municipal Code)

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (No New Impact.)

The project site is vacant and moderately covered with vegetation. The project site is adjacent to a motorsports park, roadways, commercial uses, vacant parcels, and developed areas within the urban environment. The project site is not within or adjacent to any wildland areas. According to the CalFire Hazard Severity Zone map, the project site is not within a high fire hazard zone. As a result, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. In addition, **Final EIR Mitigation Measure MM HAZ-5** would ensure implementation of Policies 4.1 through 4.3 of the Wildfire Hazards section of the Public Safety and Welfare chapter of the General Plan. Therefore, no new impacts related to wildland fires would occur.

(Sources: CalFire Fire Hazard Severity Zones Map, accessed: <https://egis.fire.ca.gov/FHSZ/>; and CalFire Very High Fire Hazard Severity Zones in Lake Elsinore Local Responsibility Area, Accessed: https://osfm.fire.ca.gov/media/5915/lake_elsinore.pdf)

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding hazards and hazardous materials. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is pursuant to the East Lake Specific Plan.

Existing Plans, Programs, or Policies

The following existing requirements would reduce the potential for impacts related to hazards:

PPP WQ-1: NPDES/SWPPP. As listed in in Section X, *Hydrology and Water Quality*.

PPP HAZ-1: Fire Code. The project shall conform to the California Fire Code (Title 24, California Code of Regulations, Part 9), as included in the City's Municipal Code Chapter 15.56, Fire Code. Specifically, Section 503 of the California Fire Code provides regulations related to emergency access.

Mitigation Measures: The East Lake Specific Plan Final EIR mitigation measures for hazards and hazardous resources that are applicable to the proposed project, as detailed previously, would be included in the project MMRP to ensure implementation.

No new mitigation measures are required.

X. HYDROLOGY AND WATER QUALITY

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

According to the Final EIR, future implementing development projects within the Specific Plan area could result in increased non-point source and point source contamination from common urban sources, construction activity, and vehicle use. In general, increased development and population growth in the Project site may be expected to result in increased generation of urban water contaminants. The increased pollutants carried in runoff into the Lake (Lake Elsinore) is a potentially significant indirect impact. Therefore, the Final EIR included mitigation measures to reduce potential impacts to less than significant levels.

Buildout of the Specific Plan would indirectly increase the amount of future development on currently vacant land. Implementing development projects within the Specific Plan area would require compliance with NPDES permits and BMPs during construction and operation of new development. Compliance with these permits and implementation of BMPs included as Mitigation Measures HWQ-1 through HWQ-5 would ensure potential erosion and siltation impacts would be less than significant.

The Final EIR also describes that buildout of the Specific Plan area would result in the conversion of vacant land into developed land that would increase the amount of impervious surface area. Local drainage systems would be designed, sized for capacity pursuant to drainage permitting requirements, and constructed and/or connected to existing systems to service new development. Therefore, impacts would be less than significant.

The Final EIR determined that the Specific Plan area is not particularly suited for groundwater recharge due to the presence of a semipermeable clay layer at depth. Consequently, the potential loss of infiltration and recharge or supply from the increase in impervious surface area would be less than significant.

The Final EIR describes that most of the Specific Plan area is located within the 100-year floodplain and would be subject to a potential 100-year flood event. Based on current site elevations, mitigation measures MM HWQ-6 through MM HWQ-8 would be required of all future development to ensure potential flood

hazard impacts are less than significant.

As described in the Final EIR, modeling determined that at the starting water surface elevation in the Lake (Lake Elsinore) equal to 1,249 feet, there would be sufficient capacity within the East Lake Drainage Plan to function properly. However, Mitigation Measures MM HWQ-6 through MM HWQ-8 would be required for all future development to ensure potential flood hazard impacts are less than significant.

The EIR also describes that the Specific Plan area is within the high inundation zone of the Railroad Canyon Dam. Although failure of the Railroad Canyon Dam is an extremely unlikely event, the Project site would potentially be subject to flooding, possibly necessitating evacuation of the area. The Specific Plan area would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The EIR determined that feasibility of evacuation and the improbability of dam failure support the conclusion that impacts associated with potential dam failure would be less than significant.

East Lake Specific Plan Final EIR Mitigation Measures

MM HWQ-1 Future implementing development projects requiring 401 Water Quality Certification and NPDES construction and stormwater permits, United States Army Corps of Engineers Section 404 permit, and California Department of Fish and Wildlife (CDFW) Section 1602 Streambed Alteration Agreement, shall obtain such permits prior to the issuance of City grading permits.

Project Applicability: MM HWQ-1 is not applicable to the proposed project because the project does not require Section 401, Section 404, or Section 1602 permits.

MM HWQ-2 Prior to conducting any dredging in the Lake (Lake Elsinore) associated with future implementing development projects within the Project site, standard toxicity tests shall be conducted of sediments in potential dredge locations. Only locations that pass standard toxicity tests shall be dredged unless otherwise abated utilizing additional measures as approved by the United States Army Corps of Engineers.

Project Applicability: MM HWQ-2 is not applicable to the proposed project because the project site does not include the Lake, and the project does not involve dredging.

MM HWQ-3 Prior to conducting any dredging in the Lake (Lake Elsinore) associated with future implementing development projects within the Project site, measures (including the use of silt curtains around dredge equipment) shall be taken to reduce turbidity impacts. The city shall review and approve any turbidity abatement measures developed by the Applicant and the United States Army Corps of Engineers prior to initiation of dredging.

Project Applicability: MM HWQ-3 is not applicable to the proposed project because the project site does not include the Lake, and the project does not involve dredging.

MM HWQ-4 Prior to conducting any dredging in the Lake (Lake Elsinore) associated with future implementing development projects within the project site, measures shall be taken to prevent any release of hydrocarbons into the Lake during routine dredging operations as well as uncontrolled accidental spillage of petroleum products into the Lake from dredging machinery. Such measures shall include the use of floating oil booms to collect any

petroleum hydrocarbons that might escape and to develop a dredging petroleum spill avoidance and contingency plan.

Project Applicability: MM HWQ-4 is not applicable to the proposed project because the project site does not include the Lake, and the project does not involve dredging.

MM HWQ-5 All drainage facilities shall conform to the requirements and standards of the City of Lake Elsinore and the Riverside County Flood Control and Water Conservation District.

Project Applicability: MM HWQ-5 is applicable to the proposed project and would be included in the MMRP for the proposed project.

MM HWQ-6 Prior to issuance of a grading permit for future implementing development projects proposing fill at elevation 1,260 MSL or below in the Project site, consistency shall be demonstrated with the HEC-5 analysis of the Outlet Channel design with a maximum of 100-year flood elevation of 1,263.3 feet MSL, an overflow weir height of 1,261 MSL and an operating Lake level of 1,240 MSL. Documentation showing consistency with the HEC-5 analysis shall be submitted to the USACE, EVMWD, RCFCD and WCD, and these agencies shall provide written approval of the adequacy of such documentation.

Project Applicability: MM HWQ-6 is not applicable to the proposed project because the project site does not include areas below elevation 1,260 or any other areas within USACE jurisdiction.

MM HWQ-7 Prior to issuance of a grading permit for future implementing development projects proposing fill at elevation 1,260 MSL or below in the Project site, a copy of the grading plans shall be submitted to the USACE, the Bureau of Reclamation (as applicable), EVMWD, RCFCD and WCD for review and approval. The grading plans must demonstrate that 1) the flood storage capacity of 30,735 acre-feet is maintained, 2) adequate conveyance of the 45–100-year flood events is maintained, and 3) the hydrology necessary to sustain the 365-acre Wetlands Mitigation Area and the Wetland Areas are maintained pursuant to the specification of the Lake Management Plan, as applicable.

Project Applicability: MM HWQ-7 is not applicable to the proposed project because the project site does not include areas below elevation 1,260 or any other areas within USACE jurisdiction.

MM HWQ-8 Prior to the issuance of a grading permit for projects below elevation 1,260, approval shall be secured from the USACE that the proposed project complies with the conditions of Permit No. 88-00215-RRS and amendments thereto. Project shall also comply with SARWQCB requirements as applicable.

Project Applicability: MM HWQ-8 is not applicable to the proposed project because the project site does not include areas below elevation 1,260 or any other areas within USACE jurisdiction.

Impacts Associated with the Proposed Project

The discussion below is based on the Preliminary Hydrology Report and Project Specific Water Quality Management Plan, included as Appendix H and Appendix I.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? (No New Impact.)

Construction

Implementation of the proposed project includes grading, site preparation, construction of new buildings, and infrastructure improvements. Grading, stockpiling of materials, excavation, construction of new structures, and landscaping activities would expose and loosen sediment and building materials, which would have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality.

Additionally, construction generally requires the use of heavy equipment and construction-related materials and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. In the absence of proper controls, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction activities and could wash into and pollute surface waters or groundwater, resulting in a significant impact to water quality.

Pollutants of concern during construction activities generally include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction, which would have the potential to be transported via storm runoff into nearby receiving waters and eventually may affect surface or groundwater quality. During construction activities, excavated soil would be exposed, thereby increasing the potential for soil erosion and sedimentation to occur compared to existing conditions. In addition, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion that could affect water quality.

However, the use of BMPs during construction implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System (NPDES) General Construction Permit (and Municipal Code Section 14.08) and included as **PPP WQ-1** would serve to ensure that project impacts related to construction activities resulting in a degradation of water quality would not occur. Furthermore, an Erosion and Sediment Transport Control Plan prepared by a qualified SWPPP developer (QSD) is required to be included in the SWPPP for the project, and typically includes the following types of erosion control methods that are designed to minimize potential pollutants entering stormwater during construction:

- Prompt revegetation of proposed landscaped areas;
- Perimeter gravel bags or silt fences to prevent off-site transport of sediment;
- Storm drain inlet protection (filter fabric gravel bags and straw wattles), with gravel bag check dams within paved roadways;
- Regular sprinkling of exposed soils to control dust during construction and soil binders for forecasted wind storms;
- Specifications for construction waste handling and disposal;
- Contained equipment wash-out and vehicle maintenance areas;
- Erosion control measures including soil binders, hydro mulch, geotextiles, and hydro seeding of disturbed areas ahead of forecasted storms;
- Construction of stabilized construction entry/exits to prevent trucks from tracking sediment on City roadways;
- Construction timing to minimize soil exposure to storm events; and
- Training of subcontractors on general site housekeeping.

Therefore, compliance with the Statewide General Construction Activity Stormwater Permit requirements, included as **PPP WQ-1**, which would be verified during the City's construction permitting process, would ensure that no new impacts related to construction activities resulting in a degradation of water quality would occur.

Operation

The proposed project includes operation of residential and recreation/open space uses. Potential pollutants associated with the proposed uses include various chemicals from cleaners, pathogens from pet wastes, nutrients from fertilizer, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. If these pollutants discharge into surface waters, it could result in degradation of water quality. However, operation of the proposed project would be required to comply with the requirements of the Santa Ana Regional MS4 Permit and has prepared a project-specific WQMP (included as Appendix I) that describes the low-impact development (LID) infrastructure and non-structural, structural, and source control and treatment control BMPs that are included in the project's design to protect surface water quality.

The Santa Ana Regional MS4 Permit regulations are included in the City's Municipal Code in Chapter 14.08. The MS4 Permit:

- Provides the framework for the program management activities and plan development;
- Provides the legal authority for prohibiting unpermitted discharges into the storm drain system and for requiring BMPs in new development and significant redevelopment;
- Ensures that all new development and significant redevelopment incorporates appropriate Site Design, Source Control, and Treatment Control BMPs to address specific water quality issues; and
- Ensures that construction sites implement control practices that address construction related pollutants including erosion and sediment control and onsite hazardous materials and waste management.

The Santa Ana Regional MS4 Permit requires that new development and significant redevelopment projects (or priority projects), such as the proposed project, develop and implement a WQMP that includes BMPs and LID design features that would provide onsite treatment of stormwater to prevent pollutants from onsite uses from leaving the site. A WQMP has been developed (included as Appendix I) and is required to be approved prior to the issuance of a building or grading permit.

The proposed project would install catch basins, a bio-treatment unit, and an underground detention basin, which have been sized to treat runoff from the Design Capture Storm (85th percentile, 24-hour) from the project site. As described previously, the WQMP is required to be approved prior to the issuance of a building or grading permit. The project's WQMP would be reviewed and approved by the City to ensure it complies with the Santa Ana RWQCB MS4 Permit regulations. In addition, the City's permitting process would ensure that all BMPs in the WQMP would be implemented with the project. Overall, implementation of the WQMP pursuant to the existing regulations (included as **PPP WQ-2**) would ensure that operation of the proposed project would not violate any water quality standards, waste discharge requirements, or otherwise degrade water quality; and no new impacts would occur.

(Sources: *Project Specific Water Quality Management Plan*, Appendix I)

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin? (No New Impact.)

The Elsinore Valley Municipal Water District (EVMWD) provides water services to the project area. The

EVMWD's 2020 Urban Water Management Plan describes that the EVMWD obtains water from local groundwater wells, surface water from Canyon Lake Reservoir and treated at the Canyon Lake Water Treatment Plant, and imported water purchased from the Metropolitan Water District. EVMWD pumps water from the Elsinore Valley Subbasin and the Bedford-Coldwater Subbasin. EVMWD actively manages the groundwater subbasins and serves as the Groundwater Sustainability Agency (GSA) for the Elsinore Valley Subbasin and is a member of the Bedford-Coldwater Groundwater Sustainability Authority (BCGSA), which serves as the GSA for the Bedford-Coldwater Subbasin. The EVMWD 2020 Urban Water Management Plan (UWMP) shows that the anticipated production of groundwater would remain the same through 2045 and the supply would exceed demand in both normal years and multiple dry year conditions (shown in Table UT-1 in Section XIX, *Utilities and Service Systems*). The project would not result in changes to the projected groundwater pumping that would decrease groundwater supplies, and the project would not otherwise impede the sustainable groundwater management of the basin.

The project site is undeveloped with pervious surfaces. After completion of project construction, a large portion of the site would be impervious. The project would convey stormwater drainage into landscaping areas, catch basins, a bio-treatment unit, and an underground detention basin, from which it would be discharged and drain into the Lake. Therefore, no new impacts related to interference with groundwater recharge would occur.

(Sources: *Preliminary Hydrology Report*, Appendix H; *Project Specific Water Quality Management Plan*, Appendix I)

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? (No New Impact.)

The project site does not include, and is not adjacent to, a natural stream or river. The project would not alter the existing drainage pattern and implementation of the project would not alter the course of a stream or river.

Construction

Construction of the proposed project would require excavation and grading activities that would expose and loosen building materials and sediment, which has the potential to mix with storm water runoff and result in erosion or siltation off-site. However, the project site does not include any slopes, which reduces the erosion potential, and the large majority of soil disturbance would be related to excavation and backfill for installation of building foundations and underground utilities.

The NPDES Construction General Permit requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer for the proposed construction activities (included as **PPP WQ-1**). The SWPPP is required to address site-specific conditions related to potential sources of sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alteration of a drainage pattern during construction activities. In addition, a Qualified SWPPP Practitioner (QSP) is required to ensure compliance with the SWPPP through regular monitoring and visual inspections during construction activities. The SWPPP would be amended and BMPs revised, as determined necessary through field inspections, in order to protect against substantial soil erosion, the loss of topsoil, or alteration of the drainage pattern. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per **PPP WQ-1**) would prevent construction-related impacts related to potential alteration of a drainage pattern or erosion from development activities. With implementation of the existing construction regulations that would be

verified by the City during the permitting approval process, no new impacts related to alteration of an existing drainage pattern during construction that could result in substantial erosion, siltation, and increases in stormwater runoff would occur.

Operation

The project site consists of an undeveloped site with a ruderal vegetation and soil surface, which has the potential for erosion and sedimentation. With development of the project, a large portion of the site would be covered by impervious surfaces, such as residential structures, roadways, sidewalks, and driveways, which would not be subject to erosion. Pervious areas of the site would be landscaped with groundcovers that would inhibit erosion and the water quality basin that is designed to filter in infiltrate stormwater and would not result in erosion or sedimentation.

The proposed project would maintain the existing drainage pattern. The runoff from the project area would be collected by roof drains, surface flow designed pavement, curbs, and area drains and conveyed to either landscaping areas or to the catch basins and bio-treatment units and be routed to an underground detention basin. Additionally, the MS4 permit requires new development projects to prepare a WQMP (included as Appendix I) that is required to include BMPs to reduce the potential of erosion and/or sedimentation through site design and structural treatment control BMPs. As part of the permitting approval process, the proposed drainage and water quality design and engineering plans would be reviewed by the City's Engineering Division to ensure that the site-specific design limits the potential for erosion and siltation. Overall, the proposed drainage system and adherence to the existing regulations would ensure that no new impacts related to alteration of a drainage pattern and erosion/siltation from operational activities would occur.

(Sources: *Preliminary Hydrology Report*, Appendix H; *Project Specific Water Quality Management Plan*, Appendix I)

ii). Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; (No New Impact.)

Construction

Construction of the proposed project would require excavation and grading. These activities could temporarily alter the existing drainage pattern of the site and change runoff flow rates. However, as described previously, implementation of the project requires a SWPPP (included as **PPP WQ-1**) that would address site specific drainage issues related to construction of the project and include BMPs to eliminate the potential of flooding or alteration of a drainage pattern during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per **PPP WQ-1**) as verified by the City through the construction permitting process would prevent construction-related impacts related to potential alteration of a drainage pattern or flooding on or off-site from development activities. Therefore, no new construction impacts would occur.

Operation

As described previously, the proposed project would result in an increase of impervious surfaces on the project site. However, the project would convey runoff to landscaped areas or to catch basins and bio-treatment units and be routed to an underground detention basin for treatment that have been designed to accommodate the stormwater volume pursuant to the MS4 permit requirements, as shown in the *Preliminary Hydrology Report*, Appendix H. Therefore, an increase in the rate or amount of surface runoff in a manner which would result in flooding on- or offsite would not occur.

As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Public Works Department to ensure that the proposed drainage would

accommodate the appropriate design flows. Overall, the proposed drainage system and adherence to the existing MS4 permit regulations, which would ensure that no new impacts related to alteration of a drainage pattern or flooding from operational activities would occur.

(Sources: *Preliminary Hydrology Report*, Appendix H; *Project Specific Water Quality Management Plan*, Appendix I)

iii). Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or; (No New Impact.)

Construction

As described in the previous response, construction of the proposed project would require grading and excavation activities that could temporarily alter the existing drainage pattern of the site and could result in increased runoff and polluted runoff if drainage is not properly controlled. However, implementation of the project requires a SWPPP (included as **PPP WQ-1**) that would address site specific pollutant and drainage issues related to construction of the project and include BMPs to eliminate the potential of polluted runoff and increased runoff during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per **PPP WQ-1**) as verified by the City through the construction permitting process would prevent construction-related impacts related to increases in run-off and pollution from development activities. Therefore, no new impacts would occur.

Operation

As described previously, the proposed project would result in an increase of impervious surfaces. However, the project would manage stormwater flows with landscaping and catch basins and a bio-treatment unit and be routed to an underground detention basin that have been designed to accommodate the stormwater volume pursuant to the MS4 permit requirements. As stormwater flow conditions would be controlled and accommodated by the proposed infrastructure, an increase in runoff that could exceed the capacity of storm drain systems and provide polluted runoff would not occur.

As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Public Works Department to ensure that project specifications adhere to the existing MS4 permit regulations, which would ensure that pollutants are removed prior to discharge. Overall, with compliance to the existing regulations as verified by the City's permitting process, no new impacts related to the capacity of the drainage system and polluted runoff would occur.

(Sources: *Preliminary Hydrology Report*, Appendix H; *Project Specific Water Quality Management Plan*, Appendix I)

iv) Impede or redirect flood flows? (No New Impact.)

According to the Federal Emergency Management Agency (FEMA) Map 06065C2043G, the northwestern portion of the site is identified as an area inundated by the base elevation of 1,266 and the central portion of the site is identified an area with a 0.2 percent annual chance flood hazard and an area with a 1 percent annual chance of flood with average depths less than one foot. As detailed in the previous responses, implementation of the project would result in an increase of impermeable surfaces on the site. However, the runoff from the project area would be accommodated by landscaping, catch basins, a bio-treatment unit and an underground detention basin that have been sized to accommodate the MS4 required design storm. Therefore, the project would not result in impeding or redirecting flood flows by the addition of the impervious surfaces. As detailed previously, the City's permitting process

would ensure that the drainage system specifications adhere to the existing MS4 permit requirements, and compliance with existing regulations would ensure that no new impacts would occur.

(Sources: *Preliminary Hydrology Report*, Appendix H; *Project Specific Water Quality Management Plan*, Appendix I)

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (No New Impact.)

According to the Federal Emergency Management Agency (FEMA) Map 06065C2043G, the northwestern portion of the site is identified as an area inundated by the base elevation of 1,266 and the central portion of the site is identified an area with a 0.2 percent annual chance flood hazard and an area with a 1 percent annual chance of flood with average depths less than one foot. In addition, as described previously construction activities would require implementation of an approved SWPPP and project operation would require implementation of a City approved WQMP, which would reduce the potential for risks related to release of pollutants. Thus, no new impacts related to flood hazards and pollutants would not occur from the project.

Tsunamis are generated ocean wave trains generally caused by tectonic displacement of the sea floor associated with shallow earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. The proposed project is approximately 23 miles from the ocean shoreline and behind mountains. Based on the distance of the project site to the Pacific Ocean, the project site is not at risk of inundation from tsunami. Therefore, the proposed project would not risk release of pollutants from inundation from a tsunami. No impact would occur, and no mitigation is required.

Seiching is a phenomenon that occurs when seismic ground shaking induces standing waves (seiches) inside water retention facilities (e.g., reservoirs and lakes). Such waves can cause retention structures to fail and flood downstream properties. The project site is located approximately 2 miles from Lake Elsinore, which could generate a seiche. However, due to the range of intervening structures between the site and the lake, that include walls, the possibility of seiches impacting the site negligible. Therefore, the proposed project would not result in new impacts related to risk related to the release of pollutants from inundation from a seiche.

(Sources: *Preliminary Hydrology Report*, Appendix H; Google Earth)

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (No New Impact.)

As described previously, use of BMPs during construction implemented as part of a SWPPP as required by the NPDES Construction General Permit and **PPP WQ-1** would serve to ensure that project impacts related to construction activities resulting in a degradation of water quality would be less than significant. Thus, construction of the project would not conflict or obstruct implementation of a water quality control plan.

All new development projects are required to implement a WQMP (per **PPP WQ-2**) that would comply with the MS4 permit requirements. The WQMP and applicable BMPs are verified as part of the City's permitting approval process, and construction plans would be required to demonstrate compliance with these regulations. Therefore, operation of the proposed project would not conflict with or obstruct implementation of a water quality control plan.

Water production from groundwater basins is managed by EVMWD, who is the Groundwater Sustainability Agency (GSA) for the Elsinore Valley Subbasin, and by the Bedford-Coldwater Groundwater

Sustainability Authority for the Bedford-Coldwater Subbasin. The 2020 UWMP details that the anticipated production of groundwater would remain steady through 2045 (as shown in Table UT-1). As detailed in Section XIX, *Utilities and Service Systems*, the EMWD's supply of water listed in Table UT-1 would be sufficient during both normal years and multiple dry year conditions between 2025 and 2045 to meet all of the estimated needs, including the proposed project. Therefore, the project would be consistent with the groundwater management plan and would not conflict with or obstruct its implementation. Thus, no new impacts related to water quality control plan or sustainable groundwater management plan would occur.

(Sources: *Preliminary Hydrology Report*, Appendix H; *Project Specific Water Quality Management Plan*, Appendix I)

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding hydrology and water quality. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Existing Plans, Programs, or Policies

The following existing requirements would reduce potential impacts related to hydrology and water quality:

PPP WQ-1: NPDES/SWPPP. Prior to issuance of any grading or demolition permits, the applicant shall provide the City Building and Safety Department evidence of compliance with the NPDES (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of one acre or larger. The project applicant/proponent shall comply by submitting a Notice of Intent (NOI) and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.

PPP WQ-2: WQMP. Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Final Water Quality Management Plan (WQMP) shall be prepared by the project applicant and submitted to and approved by the City Engineering Department. The Final WQMP shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.

Mitigation Measures: The East Lake Specific Plan Final EIR Mitigation Measure for hydrology and water quality regarding drainage permitting (MM HWQ-5), which is listed previously, is applicable to the proposed project and would be included in the project MMRP to ensure implementation.

No new mitigation measures are required.

IX. LAND USE AND PLANNING

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR describes that buildout of the Specific Plan would decrease the number of planned residential units in the area and instead add more active recreation and associated uses to capitalize on the City's growing reputation as a destination for extreme sports. The EIR also determined that the Specific Plan would not result in physical division of an established community, and no impacts would occur.

The Final EIR reveals that the Specific Plan is generally consistent with the SCAG RTP/SCS performance measures. The Specific Plan would not conflict with any applicable policy documents. The proposed Project would also be generally consistent with goals and policies of the City General Plan. Therefore, impacts were determined to be less than significant.

East Lake Specific Plan Final EIR Mitigation Measures

None.

Impacts Associated with the Proposed Project

a) Physically divide an established community? (No New Impact.)

The project site is currently vacant and undeveloped. The project site is located within Planning Area 2 of the East Lake Specific Plan and is planned for development. The site is adjacent and across the street from a mix of light industrial, commercial, and residential development. The proposed project would develop the site with 191 two-story residential units, onsite roadways, parking, and recreation areas in consistency with the allowable Specific Plan land uses. Because the site is bound by a roadway and vacant parcels exist to the north and south of the site, development of the area to a residential neighborhood would not physically divide an established community. Conversely, it would develop the community in consistency with land use plans. In addition, the proposed driveway/sidewalk system provides for circulation through the site and does not result in any physical division. Thus, the proposed project would not result in impacts related to physical division of an established community.

(Sources: Project site plan, General Plan Land Use map, Accessed: <http://www.lake-elsinore.org/home/showdocument?id=24601>; and City of Lake Elsinore Zoning map, Accessed: <http://www.lake-elsinore.org/home/showdocument?id=24603>)

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? (No New Impact.)

As described previously, the project site is adjacent to residential, retail/service commercial, and roadways. The project would develop the project site to provide 191 residential units, which is consistent with the allowable uses on the site.

General Plan

The project site has a General Plan Land Use designation of East Lake District Specific Plan and an East Lake Specific Plan designation of Action Sports, Tourism, Commercial and Recreation with a Mixed Use Overlay. The Action Sports, Tourism, Commercial and Recreation Specific Plan designation provides for a wide range of extreme action sports and accessory manufacturing, service and retail uses. The East Lake Specific Plan Mixed Use Overlay allows for development residential and commercial uses, and provides for residential densities up to 18 units per net acre.

The project includes 191 residential units within 18 acres of the site, which would result in 11.3 units per acre. Thus, the project would not exceed the allowable residential density of 18 dwelling units per acre. Therefore, the project would not conflict with the existing residential land use designations for the site, and no new impacts related to General Plan land uses would occur.

East Lake Specific Plan

The project site is located in the East Lake Specific Plan and has a land use designation of Action Sports, Tourism, Commercial and Recreation with a Mixed Use Overlay. The Action Sports, Tourism, Commercial and Recreation Specific Plan designation provides for a wide range of extreme action sports and accessory manufacturing, service and retail uses. The East Lake Specific Plan Mixed Use Overlay allows for development residential and commercial uses.

The proposed project includes 191 two-story residences on the site. As shown previously in Table AES-2, the proposed project meets the Specific Plan development standards. Therefore, a conflict with the Specific Plan development standards would not occur. Therefore, the project would not result in a conflict with the Specific Plan designations for the site, and no new impact would occur.

(Sources: Project site plan, General Plan Land Use map. Accessed: <http://www.lake-elsinore.org/home/showdocument?id=24601>; City of Lake Elsinore Zoning code. Accessed: <http://www.lake-elsinore.org/home/showdocument?id=24603>; City of Lake Elsinore East Lake Specific Plan. Accessed: <http://www.lake-elsinore.org/home/showdocument?id=20871>)

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding land use and planning. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Mitigation Measures: No mitigation measures are required.

XII. MINERAL RESOURCES

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR describes that the State Mining and Geology Board (SMGB) classifies the entire Specific Plan area and much of Western Riverside County as Mineral Resource Zone No. 3 (MRZ-3). MRZ-3 areas contain known mineral deposits that may qualify as mineral resources based on knowledge of economic characteristics of those resources. No existing mineral resource recovery operations are present and no known mineral resources occur within the Specific Plan area. In addition, the current land-use designations do not allow for mineral resource recovery activities. Therefore, the Final EIR determined that buildout of the Specific Plan would result in a less than significant impact to mineral resources.

East Lake Specific Plan Final EIR Mitigation Measures

None.

Impacts Associated with the Proposed Project

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

Figure 3.12-1 of the General Plan EIR shows that the project site is located within the Mineral Resource Zone 3 Area (MRZ-3), or areas containing mineral deposits, the significance of which cannot be evaluated from available data. The project site is not located within an area that has been classified or designated as a mineral resource area by the State Board of Mining and Geology, nor has mineral extraction been documented to occur on site. The project site has a land use designation of East Lake Specific Plan designation of Action Sports, Tourism, Commercial and Recreation with a Mixed Use Overlay and is not planned for mineral extraction use. Therefore, impacts associated with the loss of availability of a known mineral resource that would be of value to the region and the residents of the state would not occur.

(Sources: East Lake Specific Plan Amendment Number 11 Project Final EIR, Section 4.0, *Impacts Determined to be Less than Significant*, 2017; City of Lake Elsinore General Plan EIR Section 3.12 and Figure 3.12-1, Mineral Resource Zones)

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

As described in the previous response, Figure 3.12-1 of the General Plan EIR shows that the project site is located within an MRZ-3 area and is not designated as a mineral resource recovery site. The project site has a land use designation of East Lake Specific Plan designation of Action Sports, Tourism, Commercial and Recreation with a Mixed Use Overlay and is not planned for mineral extraction use. Therefore, the project would not result in the loss of a mineral resource recovery site as delineated on a land use plan. No impacts would occur.

(Sources: East Lake Specific Plan Amendment Number 11 Project Final EIR, Section 4.0, *Impacts Determined to be Less than Significant*, 2017; City of Lake Elsinore General Plan EIR Section 3.12 and Figure 3.12-1, Mineral Resource Zones)

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding mineral resources. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Mitigation Measures: No mitigation measures are required.

XIII. NOISE

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR determined that construction of future development projects within the Specific Plan area would result in generation of noise due to use of heavy machinery and potential increases in traffic from construction trucks and employee vehicles. Mitigation Measure MM NOI-1 was included to require projects to reduce and/or minimize such temporary construction noise impacts through implementation of noise reduction measures; however, it cannot be guaranteed that such measures would reduce impacts to less than significant levels. Therefore, impacts were determined to be potentially significant and unavoidable.

The Final EIR also determined that the Specific Plan's incremental contribution to traffic noise increases which, could result in a 3 dB increase in areas that exceed General Plan noise standards or result in a 5 dB increase in other areas; thus, exceeding significance thresholds at the future project-level. Exterior areas of future noise-sensitive land uses placed within these distances would be impacted significantly by traffic noise. Implementation of Mitigation Measures MM NOI-2 through MM NOI-4 would reduce traffic noise impacts on existing and/or future sensitive uses to meet City standards; however, the Final EIR determined that impacts would remain significant and unavoidable.

In addition, the Final EIR described that the existing motorsports park that is adjacent to the project site generates substantial noise volume and estimates that motocross noise level from a motorbike pass-by is near 95 dB at a distance of 50 feet. With a conservative assumption of 20 motorbikes racing at a typical event and a distance attenuation factor of 6 dB noise reduction per doubling of distance, maximum noise levels from a 20-bike race at a distance of 1,000 feet from the racing facility would be near 82 dB. Noise levels from such an event at a distance of approximately 2,300 feet would be 75 dB. The Final EIR includes Mitigation Measures MM NOI-2 through MM NOI-5 to reduce noise impacts that include use of site design, setbacks, placement of sound walls or other shielding features to reduce impacts to below significant with implementation of mitigation measure. However, the Final EIR determined that it cannot be guaranteed that the measures would reduce noise impacts on existing and/or future sensitive uses to meet City standards. Therefore, the Final EIR determined that noise impacts would be significant and unavoidable.

The Final EIR described that no heavy machinery or equipment would be operated that could lead to excessive groundborne vibration levels. Therefore, Mitigation Measure MM NOI-6 is required to reduce construction related vibration.

East Lake Specific Plan Final EIR Mitigation Measures

MM NOI-1 Prior to issuance of a grading permit or building permit for a future implementing development project in the East Lake Specific Plan, the applicant will submit to the City for review and approval, a Construction Management Plan (CMP) that will include measures to reduce construction-related noise. The CMP shall include:

1. Estimated number of working days, days of the week to be worked, and daily working hours for site preparation, grading and construction activities consistent with the Lake Elsinore Municipal Code. Additional allowable working time restrictions may be established by the City if activities will occur within 200 feet of sensitive receptors, last more than 10 working days, and/or be noise intensive; as deemed appropriate by the City Engineer's review of the CMP.
2. Require all fixed and mobile construction equipment be checked, by the contractor or designee, and logged weekly to verify proper tuning and operating mufflers.
3. Require all stationary noise generating construction equipment, construction staging areas, and noise intensive activities such as metal stud and rebar cutting be located as far as practical, and shielded if possible, from existing residences, indicating such locations and shielding on the construction plans.
4. If impulsive noise generation (e.g. pile driving or jack-hammering) is necessary within 200 feet of noise-sensitive users, a Project-specific noise study shall be required to determine additional measures such as special activity scheduling and/or need for the erection of temporary sound barriers to reduce impacts.
5. Posted information onsite for contact in case of emergency or complaint.
6. If a hauling permit is required, the contractor will verify with the City prior to hauling activities that no conflict with other projects utilizing portions of the same route, also for hauling activities under another hauling permit, will occur.

Project Applicability: MM NOI-1 is applicable to the proposed project and would be implemented as part of the building permitting process. This measure would be included in the MMRP for the proposed project.

MM NOI-2 As part of an application for a future implementing development project within the East Lake Specific Plan, a detailed acoustical study shall be submitted that evaluates existing and projected noise levels affecting the implementing development proposal. Design features that may be incorporated within an implementing project may include setbacks from the roadway or noise attenuation that will reduce noise levels to acceptable standards. An exterior level of 60 dB CNEL in usable outdoor space shall be the noise exposure goal for such maximally noise-sensitive uses. If such a level is not attainable with reasonably available noise control measures, the General Plan finds levels up to 65 dB CNEL are acceptable. In the event that patios and balconies are determined to occur within the 65 dBA noise contour, noise attenuation shall be required to reduce noise levels to 65 dBA CNEL or lower. This may include the use of architectural treatments, barriers, or other noise attenuating measures. Project specific measures shall provide sound level reductions so that future uses within the Project site are consistent with the CNEL levels identified in the Lake Elsinore General Plan and Lake Elsinore Municipal Code.

Project Applicability: MM NOI-2 is applicable to the proposed project and has been completed as part of the Noise and Vibration Impact Analysis, included as Appendix J.

MM NOI-3 Prior to the approval of each future implementing development project within the East Lake Specific Plan, the applicant/developer shall submit a detailed acoustical study demonstrating that all structures will meet applicable City interior noise levels and exterior living area noise levels, in accordance with applicable noise standards and zoning regulations.

1. The study shall be prepared by a City-approved acoustical expert, to the satisfaction of the Community Development Director; and,
2. The study shall document projected ultimate noise exposure for interior office, retail and residential space and shall demonstrate that the project specific design plans have incorporated adequate sound attenuation measures to achieve the applicable noise standards.

Project Applicability: MM NOI-3 is applicable to the proposed project and has been partially completed as part of the Noise and Vibration Impact Analysis, included as Appendix J. Once final plans are available and a window manufacturer has been chosen, a Final Acoustical Report (FAR) would be required to confirm design reduction capability.

MM NOI-4 Prior to the issuance of any building permits for future implementing residential development projects, the applicant shall incorporate appropriate buffering and/or sound attenuation in the building siting and designs to limit potential incompatibilities with the nearby land uses. Noise levels for the residential units shall be reduced to 45 dBA for interior noise levels.

Project Applicability: MM NOI-4 is applicable to the proposed project and would be implemented as part of the building permitting process. Once final plans are available and a window manufacturer has been chosen, a Final Acoustical Report (FAR) would be required to confirm design reduction capability. This measure would be included in the MMRP for the proposed project.

MM NOI-5 Prior to the issuance of building permits for future implementing commercial development projects, the applicant shall incorporate measures to minimize hours of operation and reduce exterior noise levels on on-offsite sensitive receptors resulting from on-site noise sources, such as Action Sports 1 and 2 operations, Active Recreation 1 and 2 operations, loading docks, speakerphones, music/live entertainment to 65 dBA CNEL from 10 p.m. to 7 a.m. These measures shall be implemented to the satisfaction of the Community Development Director or modified for special events with issuance of a special event permit.

Project Applicability: MM NOI-5 is not applicable to the proposed project because the project does not include commercial development.

MM NOI-6 For future implementing development projects in the East Lake Specific Plan with the potential to generate construction-related ground borne vibration (e.g., use of pile drivers, rock drills, and pavement breakers) within 100 feet or less of sensitive buildings, the City shall require the project applicant to submit a construction-related vibration avoidance, minimization and mitigation plan to the City prior to issuance of a demolition or grading permit. The mitigation plan shall depict the location of the construction equipment and activities and how the vibration from equipment and activities would be mitigated to

minimize human annoyance and avoid damage to buildings. The City shall require binding implementation measures for the approved plan.

Project Applicability: MM NOI-6 is applicable to the proposed project and would be implemented as part of the building permitting process. This measure would be included in the MMRP for the proposed project.

Impacts Associated with the Proposed Project

A Noise Impact Analysis was prepared for the proposed project (Appendix J) to assess the project's potential noise and vibration related impacts. The following analysis incorporates information from the study.

California Building Code

The State of California's interior noise standards for all new construction with habitable spaces are codified in the California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Chapter 12, Section 1206. A habitable space in a building is defined as a space used for "living, sleeping, eating, or cooking. The acceptable interior noise limit is 45 CNEL in all habitable rooms.

General Plan

The City's General Plan Public Safety and Welfare Element includes a compatibility matrix (Table 3-1) to determine if new land uses are compatible with the existing noise environment. The table identifies noise environments that are less than 70 dBA CNEL to be normally compatible with residential uses. Additionally, areas that have existing ambient noise levels above 75 dBA CNEL are considered clearly incompatible with residential uses.

Municipal Code

Section 17.176.060, Exterior Noise Limits, identifies the maximum permissible sound levels by receiving land use. For residential land use, the noise level limits for the daytime (7:00 a.m. to 10:00 p.m.) hours of 50 dBA L₅₀ and 40 dBA L₅₀ during the nighttime (10:00 p.m. to 7:00 a.m.) hours for:

- a cumulative period of 30 minutes in any hour (L₅₀); or
- the standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour (L₂₅); or
- the standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour (L₈); or
- the standard plus 15 dBA for a cumulative period of more than 1 minute in any hour (L₂); or
- the standard plus 20 dBA for any period of time (L_{max}).

Municipal Code Section 17.176.060 for residential uses are detailed in Table N-1.

Table N-1: Municipal Code Residential Exterior Noise Level Standards

Receiving Land Use	Condition	Based Exterior Noise Level Standards (dBA)				
		L ₅₀	L ₂₅	L ₈	L ₂	L _{max}
		(30 mins)	(15 mins)	(5 mins)	(1 min)	(Anytime)
Single-Family Residential	Daytime	50	55	60	65	70
	Nighttime	40	45	50	55	60

Source: *Noise and Vibration Impact Analysis*, Appendix J.

Section 17.176.080.F, Construction/Demolition, states that the following is prohibited:

1. Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on weekends or holidays, such that the sound therefrom creates a noise disturbance across a residential or

commercial real property line, except for emergency work of public service utilities or by variance issued by the City.

2. Noise Restrictions at Affected Properties. Where technically and economically feasible, construction activities shall be conducted in such a manner that the maximum noise levels at affected residential properties will not exceed those listed in the following schedule:

Mobile Equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment:

	Type I Areas Single-Family Residential	Type II Areas Multifamily Residential	Type III Areas Semi-Residential/ Commercial
Daily, except Sundays and Legal Holidays 7:00 a.m. to 7:00 p.m.	75 dBA	80 dBA	85 dBA
Daily, 7:00 p.m. to 7:00 a.m. and all day Sunday and Legal Holidays	60 dBA	65 dBA	70 dBA

Stationary Equipment: Maximum noise levels for repetitively scheduled and relatively long-term operation (period of 10 days or more) of stationary equipment:

	Type I Areas Single-Family Residential	Type II Areas Multifamily Residential	Type III Areas Semi-Residential/ Commercial
Daily, except Sundays and Legal Holidays 7:00 a.m. to 7:00 p.m.	60 dBA	65 dBA	70 dBA
Daily, 7:00 p.m. to 7:00 a.m. and all day Sunday and Legal Holidays	50 dBA	55 dBA	60 dBA

Section 17.176.080.G, Vibration, states that it is prohibited to operate any device that creates a vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property or at 150 feet (46 meters) from the source if on public space or public right-of-way. However, the Municipal code does not define a quantitative vibration threshold. The Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual) is used in this analysis for ground-borne vibration impacts. Table N-2 provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building. Also, as shown in Table N-3, a vibration level of up to 0.5 in/sec in peak particle velocity (PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster) and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 0.2 in/sec in PPV.

Table N-2: FTA Construction Vibration Annoyance Criteria

Land Use	Max L _v (VdB)	Description of Use
Workshop	90	Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration.
Office	84	Vibration that can be felt. Appropriate for offices and similar areas not as sensitive to vibration.
Residential Day	78	Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20×).
Residential Night and Operating Rooms	72	Vibration is not felt, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100×) and other equipment of low sensitivity.

Source: *Noise and Vibration Impact Analysis*, Appendix J.

Table N-3: FTA Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
Reinforced concrete, steel, or timber (no plaster)	0.50
Engineered concrete and masonry (no plaster)	0.30
Non-engineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage	0.12

Source: *Noise and Vibration Impact Analysis*, Appendix J.

Existing Noise Levels

As detailed in the Noise Impact and Vibration Analysis (Appendix J), to identify the existing ambient noise level environment, long-term 72-hour noise level measurements were taken at the project site from August 19 through August 21, 2022 using four Larson Davis Spark 706RC Dosimeters.

The background ambient noise levels in the project area are dominated by the transportation-related noise associated with Mission Trail and other local surface streets and the operation of the motorsport park to the west of the site. Specifically, ambient noise on the site is generated by an existing motorcycle track with jumps that is approximately 50 feet west of the western boundary of the project site.

Table N-4 provides a summary of the measured hourly and daily noise levels. As shown, measured hourly noise levels long the western property line ranges from 40.7 dBA Leq to 83.7 dBA Leq with daily noise levels ranging from 59.2 dBA CNEL to 76.2 dBA CNEL. Noise levels measured near the eastern portion of the project site range from 53.1 dBA Leq to 66.8 dBA Leq and 65.9 dBA CNEL to 67.7 dBA CNEL. Figure 15 shows the noise monitoring locations.

Table N-4: Summary of 72-Hour Ambient Noise Level Measurements

Location		Date	Daytime Noise Levels (dBA Leq)	Evening Noise Levels (dBA Leq)	Nighttime Noise Levels (dBA Leq)	Community Noise Equivalent Level (CNEL)
LT-1	Along the western edge of the project site, approximately 440 feet north of the southern site boundary.	8/19/2022	48.5-72.0	51.0-57.0	41.1-51.0	64.6
		8/20/2022	47.0-77.4	53.0-58.8	40.7-51.0	69.2
		8/21/2022	49.5-83.7	50.6-76.3	41.2-47.4	76.2
LT-2	Along the western edge of the project site, approximately 120 feet north of the southern site boundary.	8/19/2022	52.5-62.0	53.0-57.9	42.9-52.5	59.2
		8/20/2022	50.4-63.6	52.7-61.1	42.3-52.8	60.2
		8/21/2022	52.4-69.8	51.5-64.6	42.5-48.9	63.4
LT-3	Approximately 75 feet north of the northwestern corner of the project site boundary.	8/19/2022	49.0-59.4	53.8-56.8	45.8-55.1	59.2
		8/20/2022	50.6-60.2	54.7-59.1	45.7-56.1	59.7
		8/21/2022	51.8-66.7	52.8-63.0	45.3-51.5	61.1
LT-4	Approximately 100 feet west of Mission Trail, north of the Victorian Lane intersection.	8/19/2022	61.2-66.8	63.2-65.1	53.4-63.4	67.7
		8/20/2022	62.4-65.6	63.1-65.6	53.1-65.3	67.7
		8/21/2022	61.8-65.8	61.9-65.0	52.4-60.2	65.9

Source: *Noise and Vibration Impact Analysis*, Appendix J.

In addition to the existing noise sources, future ambient noise within the southern portion of the project site would be generated by the proposed Corydon Gateway Development. Based on the *Corydon Gateway Development Noise Impact Study* (MD Acoustics, LLC September 2020), the proposed carwash would generate noise levels exceeding 60 dBA Leq within the southern portion of the project site.

Noise Monitoring Locations



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Sensitive Receivers

Sensitive receivers are defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land, including: residences, schools, hospitals, churches, libraries, and recreation areas. The closest sensitive receptors to the project site are the existing residences that are as close as 440 feet from the center of the project site.

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 other applicable standards of other agencies? (No New Impact.)

Construction

The construction noise from the proposed project would occur throughout various portions of the project site over an 11-month period. Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: demolition, site preparation, grading, building construction, architectural coating, paving. The composite noise levels generated by heavy construction equipment range from approximately 74 dBA to 88 dBA at 50 feet from the noise source with the highest noise levels occurring during the site preparation and grading phases, as shown on Table N-3.

Table N-3: Construction Reference Noise Levels

Equipment	Acoustical Usage Factor (%)	Maximum Noise Level (L _{max}) at 50 Feet
Auger Drill Rig	20	84
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Paver	50	77
Pickup Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Trencher	50	80
Welder	40	73

Source: *Noise and Vibration Impact Analysis*, Appendix J.

However, per Municipal Code Section 17.176.080, included as **PPP N-1**, construction activities are prohibited between the hours of 7:00 p.m. and 7:00 a.m. or at any time on weekend or on holidays. The construction activities would be in compliance with the City's construction related noise standards. Therefore, the construction noise would be limited. In addition, construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the

construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. The construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators.

The calculated noise from construction equipment was attenuated to the sensitive receiver locations. As shown on Table N-4 the construction noise levels would have a composite noise level of 70 dBA Leq at the closest sensitive noise receptor location (not considering intervening topography or barriers). This is below the allowable construction noise level of 75 dBA in residential areas per Municipal Code Section 17.167.080(f). In addition, the project would be required to implement the Final EIR **Mitigation Measure MM NOI-1** that requires City review and approval of an applicant provided Construction Management Plan (CMP) that include measures to reduce construction related noise. Therefore, noise impacts related to construction activities would not occur.

Table N-4: Project Construction Noise Levels At Nearest Receptor

Receptor (Location)	Composite Noise Level (dBA Leq) at 50 feet¹	Distance (feet)	Composite Noise Level (dBA Leq)
Residences to the East	88	440	70

Source: *Noise and Vibration Impact Analysis*, Appendix J.

¹ The composite construction noise level represents the grading/site preparation phases, which are expected to result in the greatest noise level compared to other phases.

Operation

Although CEQA analysis is to evaluate the project's potential impact on the environment, the following evaluation related to consistency with residential noise standards is provided to show that development of the project would not result a new or increase impact related to inconsistency (or non-compliance) with noise standards related to residential uses.

Exterior Noise

Daily Exterior Noise Assessment. As detailed previously, the Final EIR **Mitigation Measure MM NOI-2** states that "An exterior level of 60 dB CNEL in usable outdoor space shall be the noise exposure goal for such maximally noise-sensitive uses. If such a level is not attainable with reasonably available noise control measures, the General Plan finds levels up to 65 dB CNEL are acceptable. In the event that patios and balconies are determined to occur within the 65 dBA noise contour, noise attenuation shall be required to reduce noise levels to 65 dBA CNEL or lower. This may include the use of architectural treatments, barriers, or other noise attenuating measures."

Onsite Mission Trail Roadway Noise: As further detailed below in the traffic noise discussion, roadway noise within the rear yards of residences along Mission Trail is anticipated to approach 70.3 dBA CNEL at the project site. However, the noise would be reduced by 8 dBA to approximately 62.3 dBA CNEL with the proposed 6-foot-high concrete masonry unit walls along the northern, eastern, and southern property lines, which would meet the City's exterior noise standard of 65 dBA CNEL. The proposed wall along the southern property line would also reduce noise from the carwash that is proposed to be located to the south of the site to below 65 dBA. Additionally, with the noise reduction provided by the proposed 6-foot-high walls and intervening buildings, noise levels at the proposed open space recreation pool area would not exceed the 65 dBA CNEL threshold.

Motorsports Park Noise: The project site is affected by operations at the Lake Elsinore Motorsports Park. Daily noise levels along the western property line range from 59.2 dBA CNEL to 76.2 dBA CNEL which exceeds the City's daily exterior noise level of 65 dBA. While the project proposes an 8-foot-high concrete masonry unit wall along the western property line, the reduction provided by the wall, of approximately 9

dBA, would not be enough to meet the City's exterior noise standard. The City's acceptable daily exterior noise level of 65 dBA CNEL would be exceeded by up to 2.2 dBA CNEL.

Hourly Exterior Noise Assessment. The long-term noise level measurements show that the loudest hourly noise levels along the western portion of the project site range from 66.7 dBA L_{eq} to 83.7 dBA L_{eq} , which exceed the City's daytime hourly exterior noise level standard of 50 dBA L_{eq} by 16.7 dBA L_{eq} to 33.7 dBA L_{eq} . While the project proposes an 8-foot-high concrete masonry unit wall along the western property line, the reduction provided by the wall, of approximately 9 dBA, would not be enough to meet the City's hourly exterior noise standard. The City's hourly exterior noise level standard of 50 dBA L_{eq} could be exceeded by up to 24.7 dBA L_{eq} , at residences along the western side of the project site. In addition, hourly exterior noise levels at the proposed open space recreation areas have the potential to exceed the daytime hourly exterior noise level standard of 50 dBA L_{eq} during operations of the adjacent Motorsports Park. This is consistent with the motocross related noise levels and impacts that were identified in the Final EIR. To ensure inclusion of the proposed walls that would reduce the offsite noise sources, they have been included as **Condition of Approval COA N-1**, which also provides compliance with Final EIR **Mitigation Measures MM NOI-3 and MM NOI-4**. Thus, no new or increased impacts related to exterior motocross noise would occur from implementation of the proposed project.

Interior Noise

To reduce the onsite residential interior noise from offsite uses, the project includes an 8-foot-high wall along the western property line that would reduce first story (ground level) noise levels by approximately 9 dBA, and 6-foot-high walls along the three other property lines that would reduce ground level noise by approximately 8 dBA. Also, the United States Environmental Protection Agency's Protective Noise Levels describe that a combination of exterior walls, doors, and windows, of standard construction for Southern California (warm climate) commercial or residential buildings, provide more than 24 dBA in exterior-to-interior noise reduction with windows closed and 12 dBA or more with windows open. Because the proposed residences would include mechanical ventilation, windows and doors could remain closed.

Based on standard construction, the residences along the western property line would require upgraded windows and doors with sound transmission class (STC) ratings of approximately 35, depending on the amount of glass-wall ratio of the façades with a view of the motocross park. For the residences along the northern, eastern, and southern property lines, noise levels would approach 71 dBA CNEL, requiring a reduction of 26 dBA. This can be achieved with installation of upgraded windows with STC ratings of 29, depending on the window-to-glass ratio. For all other residences, standard building construction along with standard windows, typically in the STC 25-28 range, would meet or exceed the interior noise levels of 45 dBA CNEL.

Therefore, in addition to the proposed 8-foot-high concrete masonry wall along the western project site boundary adjacent to the motocross park and the 6-foot-high walls along the other three sides of the site, the following noise abatement design features provide minimum requirements (in compliance with **Mitigation Measure MM NOI-4**) to ensure that interior noise levels meet or exceed the 45 dBA CNEL requirement:

- **Windows & Glass Doors:** Windows and glass doors would be well-fitted, well-weather-stripped assemblies and shall have minimum sound transmission class (STC) ratings of 35 for residences located along the western property line, and STC ratings of 29 for residences along the northern, eastern, and southern property lines.
- **Exterior Doors:** All exterior doors facing the project site property lines (facing offsite land uses) would be well-fitted, well-weather stripped, and have minimum STC ratings of 29.
- **Walls:** At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits would be caulked or filled with mortar to form an airtight seal. All exterior wall assemblies facing the Motorsports Park shall have a minimum STC rating of 35 and all

exterior wall assemblies along the northern, eastern, and southern property lines facing offsite land uses shall have a minimum STC rating of 29.

- **Roof:** Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- **Ceilings:** Ceilings shall be per manufacturer's specification or constructed of well-sealed gypsum board of at least one-half inch thick.
- **Ventilation:** Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still receive circulated air. A forced air circulation system (e.g., air conditioning) or active ventilation system (e.g., fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.

Once final plans are available and a window manufacturer has been chosen, a Final Acoustical Report (FAR) would be required per Final EIR **Mitigation Measures MM NOI-3 and MM NOI-4** to confirm the reduction capability of the exterior façades to achieve an interior noise level of 45 dBA CNEL or below. Therefore, the proposed residences would be designed to be consistent with the Final EIR mitigation measures, and no new or increased impacts related to interior noise standard compliance would occur.

Project Traffic Generated Noise. Development of the proposed project would result in 191 residences, which would generate approximately 1,801 daily trips including 134 trips during the a.m. peak hour and 180 trips during the p.m. peak hour. The noise generated from these vehicular trips has been identified through utilization of the FHWA Roadway Noise Model, and a comparison of noise generated by traffic volumes with and without the project is provided in Table N-5. These noise levels represent the worst-case scenario, which assumes no shielding is provided between the traffic and the location where the noise contours are drawn.

Table N-5 shows that the increase in project-related traffic noise would be no greater than 1.9 dBA. Noise level increases above 3.0 dBA may be perceptible to some people in an outdoor environment, but the expected increase is less than the readily perceptible threshold of 5.0 dBA. Therefore, traffic noise impacts from project-related traffic on off-site sensitive receptors would be less than significant, and no new impacts related to operational traffic noise would occur.

Table N-5: Project Generated Traffic Noise in the Opening Year Condition

Roadway Segment	Existing Condition		Opening Year		Opening Year With Project		
	ADT	CNEL dBA 50 feet from Centerline of Nearest Lane	ADT	CNEL dBA 50 feet from Centerline of Nearest Lane	ADT	CNEL dBA 50 feet from Centerline of Nearest Lane	Project Increase
North of Mission Trail and Project Driveway	17,110	68.8	29,680	71.2	29,830	71.2	0.0
Mission Trail between Project Driveway and Corydon Road	17,560	68.9	29,650	71.2	31,130	71.4	0.2
Mission Trail between Corydon Road and Bundy Canyon Road	13,800	67.9	14,350	68.0	21,810	69.9	1.9
Bundy Canyon Rd between Mission Trail and Orange Street	11,550	65.0	15,000	66.2	16,160	66.5	0.3
East of Orange Street and Bundy Canyon Road	16,890	66.3	20,560	67.2	21,720	67.4	0.2

Source: *Noise and Vibration Impact Analysis*, Appendix J.

(Sources: *Noise and Vibration Impact Analysis*, Appendix J)

b) Generation of excessive groundborne vibration or groundborne noise levels? (No New Impact.)

Construction

Construction activities for development of the project would include demolition, excavation, and grading, which have the potential to generate low levels of groundborne vibration. People residing in close proximity to the construction could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site. The reference vibration levels provided by the FTA show that a large bulldozer results in a velocity of 0.089 in/sec PPV at 25 feet, as shown in Table N-6.

Table N-6: Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet	L _v (VdB) at 25 feet
Small bulldozer	0.003	58
Jackhammer	0.035	79
Loaded Trucks	0.076	86
Large bulldozer	0.089	87

Source: *Noise and Vibration Impact Analysis*, Appendix J.

Tables N-6 and N-7 provides the modeled construction equipment vibration levels at the nearest receiver locations. As shown on Table N-7, vibration levels are expected to be 50 VdB at the closest residential uses east of the project site, which is below the 78 VdB threshold for annoyance. Also, as shown on Table N-8, vibration levels are expected to be 0.016 PPV in/sec at the nearest surrounding structures and would be well below the 0.2 PPV in/sec damage threshold. Therefore, construction related vibration impacts would not occur.

Table N-7: Project Construction Equipment Annoyance Vibration at Receiver Locations

Receptor (Location)	Reference Vibration Level (VdB) at 25 ft	Distance (ft)	Vibration Level (VdB)
Residences (East)	87	440	50
Commercial (South)		1000	39

Source: *Noise and Vibration Impact Analysis*, Appendix J

Table N-8: Project Construction Equipment Damage Vibration at Receiver Locations

Receptor (Location)	Reference Vibration Level (PPV) at 25 ft	Distance (ft)	Vibration Level (PPV)
Residences (East)	0.089	80	0.016
Commercial (South)		460	0.001

Source: *Noise and Vibration Impact Analysis*, Appendix J

(Sources: *Noise and Vibration Impact Analysis*, Appendix J)

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? (No Impact.)

The project site is located within the Skylark Airport Influence Area (as shown in Final EIR Figure 5.7-1). The Skylark Airport is a private airport that is the hub for air sports in Lake Elsinore and accommodates organizations that utilize the airport for plane use, glider flights, and skydiving. However, the project site is not located within the airport's 60 dBA CNEL area, as shown on Figure 5.10-4 of the Final EIR. As such, the project site would not be exposed to excessive noise levels from airport operations, and no impacts would occur.

(Sources: Google Earth, *ELSPA No. 11 Final EIR*)

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding noise and vibration. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Existing Plans, Programs, or Policies

The following existing requirements would reduce the potential for impacts related noise:

PPP N-1: Construction Hours. The project shall comply with Municipal Code Section 17.176.080, that prohibits construction activities between the hours of 7:00 p.m. and 7:00 a.m. or at any time on weekend or on holidays.

Condition of Approval

The following Condition of Approval is required by the City as part of implementation of the project to assist in meeting the applicable noise standards.

COA N-1: Prior to certificate of occupancies are granted, the 6-foot-high concrete masonry unit walls along the northern, eastern, and southern property lines, and the 8-foot-high concrete masonry unit wall along the western boundary of the site shall be constructed to reduce offsite ambient noise on the project site.

Mitigation Measures: The East Lake Specific Plan Final EIR mitigation measures for noise, which are listed previously as applicable to the proposed project would be included in the project MMRP to ensure implementation.

No new mitigation measures are required.

XIV. POPULATION AND HOUSING

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR describes that the Specific Plan substantially reduces the number of dwelling units planned for the area. The Final EIR describes that buildout would result in a maximum of 3,640 dwelling units within the Specific Plan area, including 1,236 existing dwelling units already constructed in Planning Areas 1, 4, and 8. The EIR describes that an average of 3.6 persons lived in a Lake Elsinore household, which under buildout conditions would be 13,104 persons. The Final EIR describes that this buildout is well below the previously allowable buildout for the area, and therefore, impacts would be less than significant.

The Final EIR determined that the Specific Plan does not require the off-site extension of roads or infrastructure to serve the site. As such, substantial population growth would not be created through extension of roads or other infrastructure. Therefore, no significant impacts are anticipated, and no mitigation measures are required.

The Specific Plan does not propose removal of existing housing so it would not displace housing or people or necessitate the construction of replacement housing elsewhere as described in the Final EIR. As a result, no significant impacts to housing displacement would occur and no mitigation measures are required.

East Lake Specific Plan Final EIR Mitigation Measures

None.

Impacts Associated with the Proposed 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)? (No New Impact.)

The proposed project would construct 191 residential units and the associated amenities and infrastructure on the project site. The California Department of Finance (CDF) data details that the City of Lake Elsinore has a residential population of 64,762 and 19,306 housing units in 2021. The East Lake Specific Plan Final EIR details that the City has an average of 3.6 persons per household. Furthermore, the GPU EIR details that by 2030 the population in the City is projected to be approximately 85,376 and the City would have approximately 28,704 housing units.

Based on the East Lake Specific Plan identified average of 3.6 persons per household, the proposed 191 single-family residences would result in a net increase of approximately 688 new residents. The addition of 688 new residents would represent a population increase of 1.1 percent and the new housing units would result in a 1.0 percent increase in residential units within the City. The population and housing unit increase would be within the projected population and housing stock as analyzed by the Final EIR. Furthermore, the proposed project is located in an urbanized area of the City, is surrounded by roadway and urban uses, and is already served by the existing roadways and infrastructure systems. No infrastructure would be extended or constructed to serve areas beyond the project site, and indirect impacts related to growth would not occur from implementation of the proposed project. Therefore, no new impacts related to inducement of unplanned population growth, either directly or indirectly, would occur from the project.

(Sources: East Lake Specific Plan Amendment No.11 Project Final EIR, Section 5.11, *Population and Housing*, 2017; Lake Elsinore General Plan Update, Draft Program EIR, August 2011; California Department of Finance, Population and Housing Estimates, September 2021,

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No New Impact.)

The project site is undeveloped and vacant. The site does not include any existing housing and no people are located onsite. Therefore, the project would not displace any people or housing, and no impacts would occur.

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding population and housing. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Mitigation Measures: No mitigation measures are required.

XV. PUBLIC SERVICES

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

Fire Protection. The Final EIR describes that the proposed Specific Plan's residential, action sports, retail and other development would increase the population, traffic, and number of structures in the City of Lake Elsinore over the course of its 30-year buildout. However, with implementation of measures listed in the Final EIR, the Specific Plan would not have a significant impact to fire protection services and no mitigation is required.

Police Protection. The Final EIR describes that the Specific Plan's residential, action sports, retail and public use development would increase permanent and daily populations and vehicular and pedestrian traffic in the City of Lake Elsinore over the course of its 30-year buildout. This is expected to increase the number of calls for service by the Lake Elsinore Police Department and create a need for additional patrol officers assigned to the area. This potential impact by the Specific Plan is accounted for within the General Plan. Therefore, the EIR determined that the Specific Plan would not have a significant impact to police protection services.

Schools. The Final EIR describes that school development fees, apply solely to residential construction within a school district. Payment of such compensatory fees would provide the necessary funding to offset the Project's impacts to schools and school facilities that would serve the Specific Plan area. Therefore, impacts would be less than significant, and no mitigation is required.

Libraries. The Final EIR describes that implementation of the Specific Plan would result in an incremental increase in the demand for library facilities and services. To offset the incremental demand for library facilities, future implementing development projects within the Project site would be required to participate in the City's impact fee program that would provide for library services, and a less than significant impact would occur.

East Lake Specific Plan Final EIR Mitigation Measures

None.

Impacts Associated with the Proposed Project

According to the Final EIR, buildout of the Specific Plan land uses would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection? (No New Impact.)

The Riverside County Fire Department provides fire protection services throughout the City. The Fire Department has five fire stations within 4.7 roadway miles of the project site, as listed in Table PS-1. The closest station is Station 61 that is 2.6 miles from the site.

Table PS-1: Fire Stations Serving Project

Station	Address	Distance from Site (roadway miles)
#61	32637 Gruwell St, Wildomar, CA 92595	2.6 miles
#10	410 W. Graham Ave, Lake Elsinore, CA 92530	4.0 miles
#94	22770 Railroad Canyon Rd, Lake Elsinore, CA 92532	4.1 miles
#11	33020 Maiden Lane, Lake Elsinore, CA 92530	4.7 miles
#97	41725 Rosetta Canyon Dr, Lake Elsinore, CA 92532	4.0 miles

The proposed project would develop 191 single-family residences and the associated amenities and infrastructure within the site. Implementation of the project would be required to adhere to the California Fire Code, as included in the City's Municipal Code Chapter 15.56. As part of the permitting process the project plans would be reviewed by the City's Building and Safety Division to ensure that project plans meet the fire protection requirements.

Due to the increase in onsite people that would occur from implementation of the project, an incremental increase in demand for fire protection and emergency medical services would occur. However, the increase in residents onsite is limited (688 residents) and would not increase demands such that the four fire stations

would not be able to accommodate servicing the project in addition to its existing commitments. Furthermore, per the Riverside County Fire Department Master Plan, the City falls into the Urban category (GPU EIR). This classification requires a fire station be within three roadway miles of the project site and has a response time goal of 7 minutes. As shown in Table PS-1, Riverside County Fire Department Station 61 is approximately 2.6 roadway miles from the site. Based on the travel distance from the station to the site, the approximate response time would be six minutes. As such, per the Riverside County Fire Department Master Plan, the project site would have adequate fire service. Provision of a new or physically altered fire station would not be required that could cause environmental impacts. Therefore, no new impacts related to fire protection services would result from the proposed project.

(Sources: East Lake Specific Plan Amendment Number 11 Project Final EIR, Section 5.12, *Public Services*, 2017; Lake Elsinore General Plan Update, Draft Program EIR (GPU EIR), August 2011; Riverside County Fire Department)

b) Police protection? (No New Impact.)

The City of Lake Elsinore contracts with the County of Riverside Sheriff's Department for police services. The Sheriff Station serving the project area is the Lake Elsinore Station, located at 333 W. Limited Avenue, Lake Elsinore, CA 92530. The Station is located approximately 3.9 roadway miles from the project site. The City's Fiscal Year 2020-2021 Operating Budget describes that the City has 52,739 sworn officers and 5 community service officers. The California Department of Finance (CDF) data details that the City of Lake Elsinore has a residential population of 64,762 in 2021. Therefore, the City currently has approximately 1.2 officer per 1,000 residents.

Because the project site is currently vacant, development of the proposed 191 single-family residences would result in an incremental increase in demands on law enforcement services. However, the increase would not be significant when compared to current demand levels. As described previously, the residential population of the project site at full occupancy would be approximately 688 residents. Based on the current staffing ratio of 1.2 officers for every 1,000 residents, the proposed project would require 0.83 percent of an additional officer. This additional staffing would not require the construction or expansion of the City's existing policing facilities. Thus, no new impacts would occur.

In addition, the project would be required to comply with the City of Lake Elsinore Municipal Code, which requires a development impact fee (DIF) payment to the City for impacts to public services and facilities, including sheriff facilities and services. Payment of the DIF fee would ensure that funds are available for either the purchase of new equipment and/or the hiring of additional sheriff personnel to maintain the County's desired level of service for sheriff protection. Therefore, no new impacts related to police services would occur.

(Sources: East Lake Specific Plan Amendment Number 11 Project Final EIR, Section 5.12, *Public Services*, 2017; City of Lake Elsinore FY 2020-2021 Annual Operating Budget, Accessed: <http://www.lake-elsinore.org/home/showdocument?id=27115>; California Department of Finance, Population and Housing Estimates, September 2021, <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/>; Lake Elsinore General Plan Update, Draft Program EIR (GPU EIR), August 2011; Riverside County Sheriff's Department, <https://www.riversidesheriff.org/743/Lake-Elsinore-Station>)

c) Schools? (No New Impact.)

The project site is located within the Lake Elsinore Unified School District (LEUSD) that is comprised of 13 elementary schools, 2 K-8 schools, 4 middle schools, and 3 high schools. The schools that serve the site are listed below:

- Lakeland Village K8 located at 18730 Grand Avenue Lake Elsinore, approximately 3.1 miles from the project site. Lakeside Village K8 has a capacity of approximately 1,300 students.
- Elsinore High School located at 21800 Canyon Dr, Wildomar, CA 92595, approximately 1.7 miles from the project site. Elsinore High School has a capacity of approximately 3,425 students.

The project would develop 191 single-family residences. The LEUSD student generation rate is 0.28 students per dwelling unit for elementary school; 0.15 students per dwelling unit for middle school; and 0.20 students per dwelling unit for high school. Based on the existing capacity of the schools serving the project site, both schools would be able to serve the project, as shown in Table PS-2.

Table PS-2: School Capacity and Project Generated Students

School	School Capacity	2021-2022 Enrollment	Existing Remaining Capacity	Students Generated by Project	Remaining Capacity with Project
Lakeland Village K8	1,300	864	436	83	353
Elsinore High School	3,425	2,194	1,231	39	1,192

Source: Lake Elsinore Unified School District, School Accountability Report Cards

Additionally, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. These fees are collected by school districts at the time of issuance of building permits for development projects. **Pursuant to Government Code Section 65995 applicants shall pay developer fees to the appropriate school districts at the time building permits are issued;** and payment of the adopted fees provides full and complete mitigation of school impacts. As a result, impacts related to school facilities would not occur with the Government Code required fee payments.

(Sources: East Lake Specific Plan Amendment Number 11 Project Final EIR, Section 5.12, *Public Services*, 2017; Lake Elsinore General Plan Update, Draft Program EIR (GPU EIR), August 2011; Lake Elsinore Unified School District, <https://www.leusd.k12.ca.us/>)

d) Parks? (No New Impact.)

The City of Lake Elsinore had approximately 559 acres of developed parks and open space within the City. There are 16 existing park facilities totaling approximately 125.1 acres and four recreational facilities totaling 21,000 square feet. The parks closest to the project site include the following:

- Lakepoint Park located at 420 Lakeshore Dr, Lake Elsinore, CA 92530, approximately 3.4 roadway miles from the project site. This park includes softball fields, a soccer field, tot lot, picnic facilities and pedestrian walkways.
- Summerly Community Park located at 18505 Malaga Rd, Lake Elsinore, CA 92530, approximately 2.1 roadway miles from the project site. This park includes a skate park, ball fields, picnic shelters, a basketball court, and pedestrian walkways.
- Marna O'Brien Park located at 20505 Palomar St, Wildomar, CA 92595, approximately 1.7 roadway miles from the project site. This park includes baseball fields, soccer fields, tot lot, picnic area, and pedestrian walkways.

The proposed project would develop 191 single-family residences and the associated amenities and

infrastructure on the site. The project includes a 48,301 square foot (1.1 acre) recreation area that would include playground equipment, swing set, bocce ball court, fitness equipment, barbeques, overhead trellis, turf areas, seating, sidewalks, restrooms, drinking fountains, pool and spa, shade structure, lounge chairs, table and chairs. The City's Municipal Code Section 17.84.120 provides park requirements that are based on the number of dwelling units. Based on the Code's requirement of 250 square feet of common open space per unit, the project would require 47,750 square feet of common open space. Therefore, the project would provide the required amount of recreational open space and a large majority of the project's park demand would be met by the provision of the onsite recreation area. In addition, the project would be required to pay parkland fees pursuant to Municipal Code Section 19.12.170, as a condition of the approval of a tentative map (included as **PPP PS-2**), which would be used by the City for public purposes and facilities to the benefit of the public and the residents of the City. Also, as described previously, the City currently has over 125.1 acres of park facilities, including three parks within 3.4 miles of the project site. Therefore, no new impacts related to the need to provide new or altered park and recreation facilities in order to maintain acceptable service ratios would occur.

Further, the impacts of development of the proposed 48,301 square foot recreation area is considered part of the impacts of the proposed project as a whole and are analyzed throughout the various sections of this CEQA Exemption Study. For example, activities such as excavation, grading, and construction as required for the recreation area are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation sections.

(Sources: East Lake Specific Plan Amendment Number 11 Project Final EIR, Section 5.12, *Public Services*, 2017; Lake Elsinore General Plan Update, Draft Program EIR (GPU EIR), August 2011)

e) Other public services/facilities? (No New Impact.)

The proposed project would redevelop the project site with 191 single-family residences within an area is developed with commercial and residential uses. The additional residences would result in a limited incremental increase in the need for additional services, such as public libraries and post offices, etc. Because the project area is already served by other services and the project would result in a limited increase in residences, the project would not result in the need for new or physically altered facilities to provide other services, the construction of which could cause significant environmental impacts. Therefore, no new impacts would occur.

(Sources: East Lake Specific Plan Amendment Number 11 Project Final EIR, Section 5.12, *Public Services*, 2017; Lake Elsinore General Plan Update, Draft Program EIR (GPU EIR), August 2011)

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding public services. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial

importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Existing Plans, Programs, or Policies

The following existing requirements would reduce impacts to school facilities from the proposed project:

PPP PS-1: Schools Development Impact Fees. Prior to issuance of building permit, the project shall pay applicable development fees levied by the Lake Elsinore Unified School District pursuant to the School Facilities Act (Senate Bill [SB] 50, Stats. 1998, c.407).

PPP PS-2: Park Fees. As a condition of the approval of a tentative map, the project shall pay applicable park related fees pursuant to Municipal Code 19.12.170.

Mitigation Measures: No mitigation measures are required.

XVI. RECREATION

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR describes that implementation of the Specific Plan development would increase population and associated burden on parks in the area, but that residential developments would include open space and recreation areas, which would lessen the burden on existing recreational facilities in the City. Impacts were determined to be less than significant.

East Lake Specific Plan Final EIR Mitigation Measures

None.

Impacts Associated with the Proposed Project

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

As described previously, the project would develop 191 single-family residences and a 48,301 square foot (1.1 acre) recreation area that would include playground equipment, swing set, barbeques, overhead trellis, turf areas, seating, sidewalks, pool and spa, , bocce ball court, fitness equipment, shade structure, lounge chairs, tables, and chairs. The City's Municipal Code Section 17.84.120 provides park requirements that are based on the number of dwelling units. Based on the Code's requirement of 250 square feet of common open space per unit, the project would require 47,750 square feet of common open space. Therefore, the project would provide the required amount of onsite recreational open space and a large majority of the project's park demand would be met by the provision of the onsite recreation area. In addition, the project would be required to pay parkland fees pursuant to Municipal Code Section 19.12.170, as a condition of the approval of a tentative map (included as **PPP PS-2**), which would be used by the City for public purposes and facilities to the benefit of the public and the residents of the City. Also, as described previously, the City currently has over 125.1 acres of park facilities, including three parks within 3.4 miles of the project site. Therefore, no new impacts related to the increase in the use of existing parks and

recreational facilities, such that physical deterioration of the facility would be accelerated would occur.

(Sources: East Lake Specific Plan Amendment Number 11 Project Final EIR, Section 5.13, *Recreation*, 2017; Lake Elsinore General Plan Update, Draft Program EIR (GPU EIR), August 2011; City of Lake Elsinore Municipal Code)

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

As described above, the project includes a 48,301 square foot recreation area would include playground equipment, swing set, barbecues, overhead trellis, turf areas, bocce ball court, fitness equipment, seating, sidewalks, pool and spa, shade structure, lounge chairs, tables, and chairs. The impacts of development of the recreation area is considered part of the impacts of the proposed project as a whole and are analyzed throughout the various sections of this CEQA Exemption Study. For example, activities such as excavation, grading, and construction as required for the park are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation Sections.

In addition, while the project would contribute development impact fees pursuant to Municipal Code Section 19.12.170 (included as **PPP PS-2**) to be used towards the future expansion or maintenance of parks and recreational facilities, these fees are standard with every residential development, and the proposed project would not require the construction or expansion of other recreational facilities that might have an adverse physical effect on the environment. As a result, no new impact would occur.

(Sources: East Lake Specific Plan Amendment Number 11 Project Final EIR, Section 5.13, *Recreation*, 2017; Lake Elsinore General Plan Update, Draft Program EIR (GPU EIR), August 2011; City of Lake Elsinore Municipal Code)

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding recreation. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Existing Plans, Programs, or Policies

The following existing requirement would reduce impacts to recreation facilities from the proposed project:

PPP PS-2: Park Fees. Listed previously in Section 15, *Public Services*.

Mitigation Measures: No mitigation measures are required.

XVII. TRANSPORTATION

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR determined that potential impacts related to conflict with a plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system would be reduced to a less than significant impact with implementation of a Construction Management Plan that was included as Mitigation Measure MM TC-1.

The Final EIR determined that the recommended improvements outlined in the TIA would reduce the impacted intersections to below the Year 2040 Adopted Specific Plan conditions and/or acceptable conditions at ten of the eleven impacted locations. The EIR determined that improvements for the intersection of Diamond Drive at Casino Drive/Auto Center Drive and Diamond Drive at Lakeshore Drive/Mission Trail. The Final EIR also determined that the Specific Plan buildout may significantly impact the level of service along 4 freeway segments (i.e. I-15 Northbound from Baxter Road to Bundy Canyon Road; I-15 Northbound from Bundy Canyon Road to Railroad Canyon Road; I-15 Southbound from Railroad Canyon Road to Bundy Canyon Road; I-15 Southbound from Bundy Canyon Road to Baxter Road) if not improved. Thus, the Final EIR determined that impacts would be significant and unavoidable.

The Final EIR describes that consistent with the City General Plan, Mitigation Measure MM HAZ-4 would require the airport relocation or future development projects within the Project site and Skylark Airport Influence Area be evaluated for consistency with continued operations at the airport and/or compliance with applicable requirements of the Federal Aviation Administration (FAA) regarding any encroachment into the airport's navigable airspace in accordance with Federal Aviation Regulations (FAR) Part 77. Implementation MM HAZ-4 would ensure potential impacts related to Skylark Airport would be less than significant.

The Final EIR states that implementing development projects would be required to demonstrate consistency with City roadway requirements for their own internal traffic flow safety and for providing safe connections to the local roadway system. As part of the City's plan check process, the final design and precise alignment of all roadways and intersections would be reviewed by a licensed professional civil engineer to ensure adequate safety to and from each new development. The Specific Plan does not include any sharp curves or dangerous intersections in its design. Adherence to applicable existing requirements of the City and other agencies would reduce impacts associated with this issue. In addition, the Specific Plan land uses are compatible with existing development in the vicinity; therefore, it was determined that the Specific Plan would not create a transportation hazard as a result of an incompatible use.

The Final EIR states that the Specific Plan area would continue to be served by RTA's Route 8: Lake Elsinore, Wildomar Loop Route. In addition, dedicated shuttle drop-off point(s) and/or bus stop(s) at new Action Sports, Tourism, Commercial and Recreation facilities with connections to Malaga Drive, Lucerne Street or Cereal Street would be required per Mitigation Measure MM AQ-5 (see section 5.2.9, Air Quality). The EIR also describes that bicycle trails and pedestrian circulation would be included in development of parcels within the Specific Plan area. Thus, impacts related to transit were determined to be less than significant.

East Lake Specific Plan Final EIR Mitigation Measures

MM TC-1: Construction Management Plan. Prior to issuance of a grading permit or building permit for each future implementing development project in the East Lake Specific Plan, the applicant/developer will submit to the City for review and approval, a Construction Management Plan (CMP) that will include measures to reduce construction-related traffic. The CMP shall include:

1. Control for any street closure, detour, or other disruption to traffic circulation;
2. Routes that construction vehicles will utilize to access the site;
3. Hours of construction traffic (not to occur during AM or PM peak hour);
4. Off-site vehicles staging and parking areas;
5. Proposed construction staging plan for the Project;
6. Posted onsite information for contact in case of emergency or complaint; and,
7. Hours of construction and traffic control during construction shall not interfere with ingress/egress to and from the residential, commercial and other land uses from each phase built and to be built-out.

Project Applicability: MM TC-1 is applicable to the proposed project and would be implemented as part of the construction permitting process. This measure would be included in the MMRP for the proposed project.

MM TC-2 Roadway Improvements. Future implementing development projects in the East Lake Specific Plan shall participate in the construction of on- and off-site intersection and street segment improvements through payment of City of Lake Elsinore fees, and participation in the Western Riverside County Transportation Uniform Mitigation Fees (TUMF) program. Improvements may include but not be limited to the construction of new intersection(s) and/or street segment(s), street widening, striping, and signalization. Where improvements listed below under Section ‘c.’, or other required improvements determined under Section ‘a.’ or ‘b.’, are not covered by these programs, mitigation shall be implemented through a fair-share contribution or as otherwise determined by the City Engineer. The future implementing development project’s responsibility for its portion of those improvements shall be in place prior to issuance of a building permit unless one or more of the following scenarios occurs:

1. A new traffic study is submitted and approved by the City’s Traffic Engineer demonstrating that the identified intersection improvement is no longer needed to maintain an acceptable LOS as determined by the City’s Traffic Engineer. (The City’s General Plan Update allows LOS E within the Ballpark District).
2. If a programmed improvement is delayed, a new traffic study shall be submitted and approved by the City’s Traffic Engineer identifying improvements that shall reduce the project’s contribution to the impacted intersection, street segment or interchange.
3. Improvements shall be based on specific details provided in the Project’s TIA or new traffic study per section “a.” and “b.” above. Planned and recommended improvements are anticipated for the following facilities:

Internal Roadway Intersections

- Diamond Drive at Olive Street – (TIA reference Intersection 25)
- “A” Street at Olive Street – (TIA reference Intersection 26)

- “A” Street at Victorian Lane – (TIA reference Intersection 27)
- “A” Street at Cereal Street – (TIA reference Intersection 25)
- Lucerne Street at Sylvester Street – (TIA reference Intersection 29)
- Stoneman Street at Cereal Street – (TIA reference Intersection 30)

Internal Roadway Segments

- Sylvester Street, between Lucerne Street and Diamond Drive – (TIA reference Segment 27)
- Lucerne Street, between Sylvester Street and Cereal Street – (TIA reference Segment 28)
- Cereal Street, between Lucerne Street and Stoneman Street – (TIA reference Segment 29)
- Cereal Street between Stoneman Street and Diamond Drive – (TIA reference Segment 30)
- Diamond Drive, between Olive Street and Cereal Street – (TIA reference Segment 31)

External Roadway Intersections

- Railroad Canyon Road at Summerhill Road/Grape Street – (TIA reference Intersection 1)
- Railroad Canyon Road at I-15 NB Ramps – (TIA reference Intersection 2)
- Diamond Drive at I-15 SB Ramps – (TIA reference Intersection 3)
- Diamond Drive at Auto Center Drive/Casino Drive – (TIA reference Intersection 4)
- Lucerne Street at Lakeshore Drive – (TIA reference Intersection 5)
- Diamond Drive at Lakeshore Drive/Mission Trail – (TIA reference Intersection 6)
- Diamond Drive at Campbell Street – (TIA reference Intersection 7)
- Mission Trail at Campbell Street – (TIA reference Intersection 8)
- Diamond Drive at Malaga Road – (TIA reference Intersection 9)
- Mission Trail at Malaga Road – (TIA reference Intersection 10)
- Mission Trail at Olive Street – (TIA reference Intersection 11)
- Mission Trail at Victorian Lane – (TIA reference Intersection 12)
- Mission Trail at Lemon Street – (TIA reference Intersection 13)
- Corydon Road at Cereal Street – (TIA reference Intersection 15)
- Mission Trail at Bundy Canyon Road – (TIA reference Intersection 16)
- Orange Street at Bundy Canyon Road – (TIA reference Intersection 17)
- I-15 SB Ramps at Bundy Canyon Road – (TIA reference Intersection 18)
- I-15 NB Ramps at Bundy Canyon Road – (TIA reference Intersection 19)
- Corydon Road at Palomar Street – (TIA reference Intersection 20)
- Mission Trail at Palomar Street – (TIA reference Intersection 21)
- Stoneman Street at Grand Avenue – (TIA reference Intersection 22)
- Corydon Road at Grand Avenue – (TIA reference Intersection 23)
- Grape Street at I-15 NB Ramps – (TIA reference Intersection 24)

External Roadway Segments

- Lucerne Street, south of Lakeshore Drive – (TIA reference Segment 3)
- Mission Trail, between Diamond Drive and Campbell Street– (TIA reference Segment 7)
- Mission Trail, between Campbell Street and Malaga Road– (TIA reference Segment 8)
- Mission Trail, between Malaga Road and Olive Street– (TIA reference Segment 12)
- Olive Street, between Mission Trail and Grape Street– (TIA reference Segment 13)
- Mission Trail, between Olive Street and Victorian Lane– (TIA reference Segment 14)
- Mission Trail, between Victorian Lane and Lemon Street– (TIA reference Segment 15)
- Corydon Road, between Mission Trail and Cereal Street– (TIA reference Segment 17)
- Cereal Street, west of Corydon Road– (TIA reference Segment 18)
- Bundy Canyon Road, between Mission Trail and I-15 SB Ramps– (TIA reference Segment 20)
- Corydon Road, between Cereal Street and Palomar Street– (TIA reference Segment 21)
- Stoneman Street, north of Grand Avenue– (TIA reference Segment 24)
- Corydon Road, between Palomar Street and Grand Avenue– (TIA reference Segment 26)
- Bundy Canyon Road, between Corydon Road and Mission Trail– (TIA reference Segment 32)

Caltrans Facilities

- I-15 Northbound Off-Ramp to Grape Street – (TIA reference 1)
- I-15 Northbound On-Ramp from Grape Street – (TIA reference 2)
- I-15 Southbound Off-Ramp to Railroad Canyon Road – (TIA reference 3)
- I-15 Southbound On-Ramp from Railroad Canyon Road – (TIA reference 4)
- I-15 Southbound from Railroad Canyon Road to Bundy Canyon Road – (TIA reference 5)
- I-15 Southbound from Bundy Canyon Road to Baxter Road – (TIA reference 6)

Project Applicability: MM TC-2 is applicable to the proposed project and the applicable improvements would be implemented as part of the construction permitting process. This measure would be included in the MMRP for the proposed project.

Impacts Associated with the Proposed Project

This section is based on the Transportation Impact Analysis included in Appendix K. The project's vehicular trips were calculated using the Trip Generation Manual, 11th Edition (Institute of Transportation Engineers, 2021).

Traffic Thresholds

City of Lake Elsinore. The City of Lake Elsinore requires that peak-hour intersections operate at LOS “D” or better to be considered acceptable. Therefore, any City intersection operating at LOS “E” or LOS “F” will be considered deficient. An addition of Project traffic that degrades operations from LOS D or better to LOS E or worse or increases delay on a facility operating at LOS D or worse will be considered deficient and would need to identify an improvement to return to LOS D or better. However, automobile delay, as described solely by LOS or similar measure of traffic congestion, is no longer considered a significant impact under CEQA, except in locations specifically identified in the Guidelines. (Pub. Resources Code, § 21099(b)(2).) CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Thus, the LOS analysis using a threshold of LOS D is provided to describe the project effect on local intersections and project consistency with the General Plan circulation requirement.

City of Wildomar. Several of the traffic study intersections are within the City of Wildomar. The City of *Wildomar General Plan Mobility Element* identifies LOS D as the threshold for all Mobility Element roadways and intersections, with the exception of Clinton Keith Road, between Hidden Spring Road and I-15 Northbound Ramps, where LOS E would be acceptable due to right-of-way constraints, unless otherwise approved by the City Engineer.

Traffic Study Area and Existing Conditions

The following eight intersections, where the project has the potential to add 50-trips or more during any peak hour, were evaluated for impacts related to the project:

1. Mission Trail and Project Dwy (Proposed -TWSC) (City of Lake Elsinore/City of Wildomar)
2. Mission Trail and Lemon St (Existing – Signalized) (City of Lake Elsinore/City of Wildomar)
3. Mission Trail and Corydon Rd (Existing – Signalized) (City of Lake Elsinore/City of Wildomar)
4. Mission Trail and Bundy Canyon Rd (Existing – Signalized) (City of Wildomar)
5. Almond St and Bundy Canyon Rd (Existing – AWSC) (City of Wildomar)
6. Orange St and Bundy Canyon Rd (Existing – Signalized) (City of Wildomar)
7. I-15 SB Ramps and Bundy Canyon Rd (Existing – Signalized) (Caltrans)
8. I-15 NB Ramps and Bundy Canyon Rd (Existing – Signalized) (Caltrans)

As shown in Table T-1, the intersection of Orange Street and Bundy Canyon Road currently operates at LOS E during the PM peak hour, which is considered an unsatisfactory condition per City criteria.

Table T-1: Existing Peak Hour Levels of Service

Intersection		Traffic Control	AM Peak		PM Peak		Threshold of Significance
			Delay	LOS	Delay	LOS	
1.	Mission Trail and Project Dwy	TWSC	-	-	-	-	D
2.	Mission Trail and Lemon St	Signal	6.9	A	6.9	A	D
3.	Mission Trail and Corydon Rd	Signal	18.7	B	17.8	B	D
4.	Mission Trail and Bundy Canyon Rd	Signal	20.2	C	24.1	C	D
5.	Almond St and Bundy Canyon Rd	AWSC	10.8	B	12.3	B	D
6.	Orange St and Bundy Canyon Rd	Signal	94.1	F	60.6	E	D
7.	I-15 SB Ramps and Bundy Canyon Rd	Signal	18.9	B	21.0	C	D
8.	I-15 NB Ramps and Bundy Canyon Rd	Signal	15.3	B	17.5	B	D

■ = Unsatisfactory Level of Service

TWSC = Two-Way Stop Control

AWSC = All-Way Stop Control

Source: *Transportation Impact Analysis*, Appendix K

a) **Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? (No New Impact.)**

The proposed project would develop the project site with 191 residences and recreation/open space facilities. The trip generation for the project was calculated using trip rates from the Institute of Transportation Engineers, *Trip Generation 11th Edition*, 2021. As shown in Table T-2, the project would generate approximately 1,801 daily trips including 134 trips during the a.m. peak hour and 180 trips during the p.m. peak hour.

Table T-2: Project Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use	Units	Daily		In	Out	Total	In	Out	Total
<i>Trip Rates</i>									
Single-Family Detached Housing ¹	DU	9.43		0.18	0.52	0.70	0.59	0.35	0.94
<i>Project Trip Generation</i>									
Single-Family Detached Housing	191	DU	1,801	35	99	134	114	66	180

Source: *Transportation Impact Analysis*, Appendix K

Opening Year Plus Project Conditions

An intersection operations analysis was conducted for the study area to evaluate the opening year a.m. and p.m. peak hour conditions with operation of the proposed project. The opening year traffic forecasts were developed by applying an annual growth rate of 2% to 2022 traffic volumes. As the proposed project is expected to be complete by 2024, two years of growth was applied to existing counts, plus the project generated trips.

As shown in Table T-3, the Orange Street and Bundy Canyon Road intersection would operate at unsatisfactory LOS F during a.m. peak hour and an unsatisfactory LOS E during the p.m. peak hour. The LOS at Orange Street and Bundy Canyon Road delay would increase by 2.9 seconds in the a.m. peak hour and by 2.0 seconds in the p.m. peak hour.

Table T-3: Opening Year Plus Project Peak Hour Level of Service

Intersection		Traffic Control	AM Peak		PM Peak		Threshold of Significance
			Delay ¹	LOS ²	Delay ¹	LOS ²	
1.	Mission Trail and Project Dwy	TWSC	12.0	B	12.1	B	D
2.	Mission Trail and Lemon St	Signal	8.2	A	8.1	A	D
3.	Mission Trail and Corydon Rd	Signal	17.8	B	15.8	B	D
4.	Mission Trail and Bundy Canyon Rd	Signal	16.9	B	20.7	C	D
5.	Almond St and Bundy Canyon Rd	AWSC	11.5	B	13.6	B	D
6.	Orange St and Bundy Canyon Rd	Signal	92.1	F	63.5	E	D
7.	I-15 SB Ramps and Bundy Canyon Rd	Signal	23.7	C	31.7	C	D
8.	I-15 NB Ramps and Bundy Canyon Rd	Signal	17.1	B	25.8	C	D

¹=Unsatisfactory Level of Service

TWSC = Two-Way Stop Control

AWSC = All-Way Stop Control

Source: *Transportation Impact Analysis*, Appendix K

To improve operating conditions at the intersection of Orange Street and Bundy Canyon Road, consistent with the Final EIR Traffic Impact Analysis (TIA) Section 9.3.2 and the East Lake Specific Plan Final EIR **Mitigation Measure MM TC-2**, the southbound approach of Orange Street would be widened and/or restriped to provide an exclusive left-turn lane and a shared through-right-turn lane. After the installation of the improvement, the intersection of Orange Street and Bundy Canyon Road would operate at a

satisfactory LOS C in the a.m. peak hours and a satisfactory LOS B during the p.m. peak hours, as shown in Table T-4.

Table T-4: Opening Year Plus Project with Improvement Peak Hour Level of Service

Intersection	Existing				Project Completion				Project Completion with Improvement			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
6. Orange St and Bundy Canyon Rd	94.1	F	60.6	E	92.1	F	63.5	E	20.2	C	18.5	B

=Unsatisfactory
Level of Service

Source: *Transportation Impact Analysis*, Appendix K

Opening Year Plus Project Plus Cumulative Conditions

The traffic volumes of opening year plus project and cumulative projects scenario were developed by applying an ambient growth rate of two percent per year to the existing (2022) traffic volumes and adding traffic generated by the proposed project and also by adding the traffic generated by 14 cumulative (approved and not yet built and those under review) development projects within the Cities of Lake Elsinore and Wildomar.

As shown in Table T-5, the intersection of Orange Street and Bundy Canyon Road would operate at an unsatisfactory LOS F during the a.m. peak hour, unsatisfactory LOS E during the p.m. peak hour; and the intersection of I-15 Southbound Ramps and Bundy Canyon Road would operate at unsatisfactory LOS F during the p.m. peak hour in the Opening Year Plus Project Plus Cumulative Conditions.

Table T-5: Opening Year Plus Project Plus Cumulative Peak Hour Level of Service

Intersection		Traffic Control	AM Peak		PM Peak		Threshold of Significance
			Delay ¹	LOS ²	Delay ¹	LOS ²	
1.	Mission Trail and Project Dwy	TWSC	14.1	B	17.6	C	D
2.	Mission Trail and Lemon St	Signal	14.6	B	21.9	C	D
3.	Mission Trail and Corydon Rd	Signal	19.8	B	18.5	B	D
4.	Mission Trail and Bundy Canyon Rd	Signal	18.3	B	24.5	C	D
5.	Almond St and Bundy Canyon Rd	AWSC	13.1	B	19.5	C	D
6.	Orange St and Bundy Canyon Rd	Signal	86.2	F	59.9	E	D
7.	I-15 SB Ramps and Bundy Canyon Rd	Signal	54.5	D	123.6	F	D
8.	I-15 NB Ramps and Bundy Canyon Rd	Signal	21.5	C	40.4	D	D

=Unsatisfactory Level of Service

TWSC = Two-Way Stop Control

AWSC = All-Way Stop Control

Source: *Transportation Impact Analysis*, Appendix K

As described previously, to improve the cumulative operating conditions at the intersection of Orange Street and Bundy Canyon Road, consistent with the Final EIR Traffic Impact Analysis (TIA) Section 9.3.2 and the East Lake Specific Plan Final EIR **Mitigation Measure MM TC-2**, the southbound approach of Orange Street would be widened and/or restriped to provide an exclusive left-turn lane and a shared through-right-turn lane. After the installation of the improvement, Table T-6 shows that the intersection of Orange Street and Bundy Canyon Road would operate at a satisfactory LOS C during the a.m. peak hours and a satisfactory LOS B during the p.m. peak hours.

For the intersection I-15 SB Ramps and Bundy Canyon Road, the City of Lake Elsinore General Plan

included measures that the southbound approach be widened and/or restriped to provide two exclusive left-turn lanes and a shared through-right-turn lane. Table T-6 shows that after the installation of the improvement, the intersection would operate at a satisfactory LOS C during the a.m. peak hour and a satisfactory LOS D in the p.m. peak hour. Thus, with implementation of the previously planned improvements, operation of the intersections would be within the City's LOS thresholds.

Table T-6: Opening Year Plus Project Plus Cumulative with Improvements Peak Hour Level of Service

Intersection		Cumulative				Cumulative IMP			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
6.	Orange St / Bundy Canyon Rd	86.2	F	59.9	E	20.2	C	18.5	B
7.	I-15 SB Ramps / Bundy Canyon Rd with General Plan EIR TIA Improvement	54.5	D	123.6	F	28.8	C	43.6	D

=Unsatisfactory Level of Service

TWSC = Two-Way Stop Control

AWSC = All-Way Stop Control

Source: *Transportation Impact Analysis*, Appendix K

Transit Services. The Riverside Transit Agency (RTA) provides 36 local fixed-routes services that connect local communities, nine Commuter Link express bus routes, and a Rapid Link Gold Line for long-distance commuters traveling to Metrolink, Coaster and Sprinter stations, business parks, shopping malls and regional transit facilities. Bus routes that run through the City include RTA routes 8, 9, 22, 40, 205/206 that serve major destinations in the region.

RTA Route 8 is the closest to the project site and runs along Mission Trail with stops near the Lewis Street cross street. Route 8 runs from the Lake Elsinore Outlet Center south to Wildomar. It operates Monday through Friday from 4:40 a.m. to 8:00 p.m. and on weekends from 7:00 a.m. to 6:00 p.m. with one-hour headways. These existing transit services would serve project residents. The proposed 191 residences would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Circulation. Class II bicycle facilities are striped lanes that provide bike travel and can be located next to a curb or parking lane and vary between 4 and 5 feet wide. There are no existing Class II bicycle facilities on Mission Trail adjacent to the project site. The proposed project includes half-width roadway improvements to Mission Trail that would add a Class II bicycle lane. The proposed bicycle lane is consistent with the General Plan proposed bicycle facilities and would provide bicycle transportation opportunities for residents of the project. Therefore, the proposed project would not conflict with, existing bicycle facilities. Thus, no new impacts related to bicycle facilities would occur from the project

Pedestrian Facilities. There is no existing sidewalk next to the project site along Mission Trail. The proposed project would provide onsite sidewalks throughout the project site and a new sidewalk along the project site frontage of Mission Trail as part of the half-width roadway improvements included in the proposed project. This would facilitate pedestrian use and walking to nearby locations. Therefore, the proposed project would improve, and not conflict with, pedestrian facilities. Thus, no new impacts related to pedestrian facilities would occur.

(Sources: *Transportation Impact Analysis*, Appendix K)

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (No New Impact.)

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. The *City of Lake Elsinore Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (June 2020) provides the following VMT screening criteria from Western Riverside Council of Governments (WRCOG) to assess the potential for VMT impacts:

1. Transit Priority Area (TPA) Screening: Projects which are located within a TPA are presumed to have a less than significant impact on VMT. The project site and surrounding areas are designated by the General Plan for single-family residential uses, which are not transit priority areas. Thus, the project does not meet this screening threshold.
2. Low VMT Area Screening: This screening threshold applies to residential or office projects that are located within a low VMT-generating area, which are identified by WRCOG as traffic analysis zones (TAZ) where total daily VMT per service population performs at or below the jurisdictional average of total VMT per service population under base year (2012) conditions. Projects which are located within a low VMT-generating area are presumed to have a less than significant impact on VMT. The project site is not mapped by WRCOG as being within a low VMT area, and therefore, any development on the project site would not meet this screening threshold.
3. Project Type Screening: Local serving projects listed in the TIA Guidelines and projects that generate fewer than 110 net new daily vehicle trips (or 11 single-family residences) are presumed to have a less than significant impact on VMT. Also, projects that generate less than 3,000 MTCO₂e per year are considered to have a less than significant impact related to VMT. As shown previously on Table GHG-2, operation of 191 residences would generate approximately 2,640 MTCO₂e per year, plus the amortized construction emissions of 24 MTCO₂e would equal 2,663 MTCO₂e per year, which would be below the screening threshold of 3,000 MTCO₂e per year. Therefore, the project would have a less than significant impact on VMT, and the proposed project would not result in a new impact related to VMT.

(Sources: *Vehicle Miles Traveled Analysis*, Appendix L)

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

The project includes development of residences and recreation facilities and open space. The project includes community type uses and does not include any incompatible uses, such as farm equipment. The proposed project would be accessed from Mission Trail through a gated driveway that has been designed to City standards that would be verified during construction permitting. To ensure that residential vehicle queues do not back up into the public right of way, a queuing analysis was prepared based on the arrival rate and the average service rate to determine the number of vehicles that would be queued behind the access gates.

The project would result in five passenger vehicles entering the Mission Trail driveway and 30 passenger

vehicles entering the Lemon Street driveway during the a.m. peak hour; and 17 passenger vehicles entering the Mission Trail driveway and 97 passenger vehicles entering the Lemon Street driveway during the p.m. peak hour. The specific gate to be used has not been confirmed; therefore, a conservative estimate of 25 seconds to open or close was used. A two second clearance time was assumed for the passenger vehicles to enter the gate, which brings the total entry time per vehicle to 27 seconds. Utilizing this information, a service rate of 133 passenger vehicles per hour would occur from the number of vehicles entering the site during the p.m. peak hour, which generates the most inbound trips. Table T-7 shows that this would result in a traffic intensity of 0.13 at the Mission Trail gate and a traffic intensity of 0.73 at the Lemon Street gate.

Table T-7: Gate Closed PM Peak Hour Traffic Intensity Calculation

Hour of Highest Inbound Volume	Average Arrival Rate	Average Service Rate	Traffic Intensity¹
Mission Trail Gate	17	133	0.13
Lemon Street Gate	97	133	0.73

¹ Traffic Intensity = Average Arrival Rate ÷ Average Service Rate.

Source: *Transportation Impact Analysis*, Appendix L

The traffic intensity of 0.13 for the Mission Trail gate would correspond to a negligible car reservoir queuing using the 95th percentile; therefore, one-car length would be expected. The traffic intensity of 0.73 for the Lemon Street gate would correspond to a three-car reservoir queuing at a given point of time during the peak hours using the 95th percentile.

The proposed Mission Trail driveway provides a storage length of 100 feet from the access gate to Mission Trail, and the proposed Lemon Street driveway provides a storage length of 120 feet (on the right-turn lane meant for the project driveway 2 entrance) between the driveway and the intersection of Mission Trail and Lemon Street. These storage lengths would be able to accommodate a queue of approximately four passenger vehicles and five passenger vehicles respectively. Therefore, the proposed driveway and gate design would be able to accommodate the queueing from the project, and no hazards related to a driveway/gate access feature would occur.

The proposed onsite roadway would provide access to each residence and would be developed in conformance with City design standards. The City's construction permitting process includes review of project plans to ensure that no potentially hazardous transportation design features would be introduced by the project. For example, the design of the project street and driveway would be reviewed to ensure fire engine accessibility and turn around area is provided to the fire code standards. As a result, no new impacts related to vehicular circulation design features would occur.

(Sources: *Transportation Impact Analysis*, Appendix K)

d) Result in inadequate emergency access? (No New Impact.)

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the project site, and would not restrict access of emergency vehicles to the project site or adjacent areas. The installation of the driveway, and connections to existing infrastructure systems that would be implemented during construction of the proposed project could require the temporary closure of one lane of Mission Trail. However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process. Thus, implementation of the project through the City's permitting process would ensure existing regulations are adhered to and that no new impacts related to construction emergency access would occur.

Operation

As described previously, the proposed project area would be accessed from a driveway along Mission Trail through the onsite street to each residence. The design and permitting of these roadways would provide adequate and safe circulation to, from, and through the project area and would provide more than one route for emergency responders to access different portions of the project area. Because the project is required to comply with all applicable City codes, as verified by the City, no new impacts related to inadequate emergency access would occur.

(Sources: *Transportation Impact Analysis*, Appendix K)

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding transportation. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Existing Plans, Programs, or Policies

The following existing requirements would reduce the potential for impacts related to transportation:

PPP HAZ-1: Fire Code. The project shall conform to the California Fire Code (Title 24, California Code of Regulations, Part 9), as included in the City's Municipal Code Chapter 15.56, Fire Code. Specifically, Section 503 of the California Fire Code provides regulations related to emergency access.

Mitigation Measures: East Lake Specific Plan Final EIR Mitigation Measures MM TC-1 and MM TC-2 for transportation, which are listed previously, are applicable to the proposed project and would be included in the project MMRP to ensure implementation. Mitigation Measure MM TC-2 includes payment of fees for the previously identified/planned roadway improvements.

XVIII. TRIBAL CULTURAL RESOURCES

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR describes that the quantity of known cultural resources and their mapped locations suggest intensive prehistoric occupation along past manifestations of the lake shoreline. Likewise, the lake and its immediate surroundings are within an area considered to be a Traditional Cultural Property to the Luiseños.

As a result, the EIR determined that the Specific Plan area has a cultural resource sensitivity of High. Therefore, the Final EIR included Mitigation Measures MM CUL-1 through MM CUL-11 to reduce potential impacts to a less than significant level.

East Lake Specific Plan Final EIR Mitigation Measures

Mitigation Measures MM CUL-1 through MM CUL-9, and MM CUL-11. Listed previously in Section V, *Cultural Resources*.

Impacts Associated with the Proposed Project

This section is based on the Phase I Cultural Resources Survey prepared for the proposed project by Brian F. Smith and Associates, Inc. (Appendix D). The Phase I Cultural Resources Survey includes a records search, Sacred Land File search, historic archival research, and a field survey.

AB 52 Requirements

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on “tribal cultural resources” with significant environmental impacts (Public Resources Code [PRC] § 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project’s potential impact to a tribal cultural resource. In addition, AB 52 requires that lead agencies, upon request of a California Native American tribe, begin consultation prior to the release of a negative declaration, mitigated negative declaration, or EIR for a project. AB 52 does not apply to a Notice of Exemption or Addendum.

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). (No New Impact.)

As detailed previously in Section V, *Cultural Resources*, the project site does not include any resources that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. The records search for the project identified resources within 1-mile of the project site that include prehistoric lithic scatter and isolates. The project site has been highly disturbed from past activities and the Geotechnical Investigation describes that the project site is underlain by three feet of artificial fill. Excavation and grading for the proposed project is anticipated to be limited to 3 feet below the existing ground for excavation and compaction of the existing fill soils. However, the Phase I Cultural Resources Survey determined that due to the location of the site near the lake and previous local finds of resources, that archaeological monitoring pursuant to **Mitigation Measures CUL-3 through CUL-9** would be required. This is consistent with the findings of the Final EIR. Therefore, no new impacts would occur from the project.

(Sources: *Geotechnical Investigation*, 2022, Appendix E and *Phase I Cultural Resources Survey*, Appendix D)

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (No New Impact.)

As described in the previous response, no known tribal cultural resources are known to exist on the project site. The records search for the project identified resources within 1-mile of the project site that include prehistoric lithic scatter and isolates. The project site has been highly disturbed from past activities and the Geotechnical Investigation describes that the project site is underlain by three feet of artificial fill.

Excavation and grading for the proposed project is anticipated to be limited to 3 feet below the existing ground for excavation and compaction of the existing fill soils. However, the Phase I Cultural Resources Survey determined that due to the location of the site near the lake and previous local finds of resources, that archaeological monitoring pursuant to **Mitigation Measures CUL-3 through CUL-9** would be required. This is consistent with the findings of the Final EIR. Therefore, no new impacts would occur from the project.

(Sources: *Geotechnical Investigation*, 2022, Appendix E and *Phase I Cultural Resources Survey*, Appendix D)

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding tribal cultural resources. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Mitigation Measures: The East Lake Specific Plan Final EIR mitigation measures for cultural resources, as detailed previously are applicable to the proposed project and would be included in the project MMRP to ensure implementation.

No new mitigation measures are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR describes that compliance with conditions or permit requirements established by the City would ensure that discharges into the wastewater treatment facility system from the operation of the future implementing development projects would not exceed applicable Santa Ana RWQCB wastewater treatment requirements. Therefore, no significant impact related to wastewater treatment requirements would occur and no mitigation would be required.

The Final EIR describes that development within the Specific Plan area would result in the conversion of vacant land into developed land that would increase the amount of impervious surface area. Local drainage systems would be designed, sized for capacity, and constructed and/or connected to existing systems to

service new development. Given this assessment, the Final EIR determined that potential impacts upon the capacity of storm water drainage facilities would be less than significant.

Based on the information and analyses contained in the WSA, which is summarized in the Final EIR, it is concluded that EVMWD's total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection would be sufficient to meet the projected water demand associated with the Specific Plan. Therefore, potential impacts that would require new or expanded entitlements in order to supply sufficient water to the project would be less than significant.

The Final EIR also describes that the increase in development allowed under the Specific Plan would require increases in the availability and adequacy of electrical, natural gas and telecommunications services. Compliance with the goals, policies and implementation programs in the City's General Plan and with applicable federal, state, regional and local regulations and programs would reduce potential impacts on electrical, natural gas and telecommunications service to a less than significant level.

East Lake Specific Plan Final EIR Mitigation Measures

None.

Impacts Associated with the Proposed Project

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? No New Impact.

Water Infrastructure. The proposed project would redevelop the project site, which is served by Elsinore Valley Municipal Water District (EVMWD). Water is not currently provided to the project site as it is vacant and undeveloped. The proposed project would install onsite 8-inch water lines that would serve each of the proposed residences and would connect to the existing water line within Mission Trail. The new onsite water system would convey water supplies to the proposed residences and landscaping through plumbing/landscape features that are compliant with the CalGreen Plumbing Code for efficient use of water.

The construction activities related to the onsite water infrastructure that would be needed to serve the proposed residences and associated open space areas is included as part of the proposed project and would not result in any physical environmental effects beyond those identified throughout this CEQA Exemption Study. For example, construction emissions for excavation and installation of the water infrastructure is included in Sections III, *Air Quality* and VIII, *Greenhouse Gas Emissions*. Therefore, the proposed project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and no new impacts would occur.

Wastewater Infrastructure. EVMWD would provide wastewater treatment services to the project site through an existing sewer line within Mission Trail. The project would install an 8-inch sewer line that would serve each of the proposed residences and connect with the existing offsite h sewer line within the Mission Trail right-of-way. The construction activities related to installation of the onsite sewer infrastructure that would serve the proposed project, is included as part of the proposed project and would not result in any physical environmental effects beyond those identified throughout this CEQA Exemption Study. For example, construction emissions for excavation and installation of the sewer infrastructure is included in Section III, *Air Quality* and VIII, *Greenhouse Gas Emissions*, and noise volumes from these activities are evaluated in Section XIII, *Noise*. As the proposed project includes facilities to serve the proposed development, it would not result in the need for construction of other new wastewater facilities or expansions, the construction of which could cause significant environmental effects. Therefore, no new impacts would occur.

Stormwater Drainage. The project includes installation of an onsite stormwater drainage system that would convey onsite runoff to catch basins and bio-treatment units and be routed to an underground detention basin that would treat and discharge runoff. The construction activities related to installation of onsite stormwater drainage that would serve the proposed project, is included as part of the proposed project and would not result in any physical environmental effects beyond those identified throughout this CEQA Exemption Study. For example, construction emissions for excavation and installation of the stormwater infrastructure is included in Section III, *Air Quality* and 8, *Greenhouse Gas Emissions*, drainage changes are analyzed in Section X, *Hydrology and Water Quality*, and noise volumes from these activities are evaluated in Section XIII, *Noise*. As the proposed project includes facilities to serve the proposed development, it would not result in the need for construction of other new stormwater drainage facilities or expansions, the construction of which could cause significant environmental effects. Therefore, no new impacts would occur.

Electricity, Natural Gas, & Telecommunications. Southern California Edison provides electricity to the project site and Southern California Gas Company provides natural gas to the project site via existing utility lines in Mission Trail. Spectrum provides telephone service to the project site and Cox Communications provides cable and internet to the project site. The proposed project would install onsite infrastructure that would connect to the existing service systems. The construction activities related to installation of onsite electricity, natural gas, and telecommunications that would serve the proposed project, is included as part of the proposed project and would not result in any physical environmental effects beyond those identified throughout this CEQA Exemption Study. For example, construction emissions for excavation and installation of the infrastructure is included in Section III, *Air Quality* and 8, *Greenhouse Gas Emissions*, and noise volumes from these activities are evaluated in Section XIII, *Noise*. As the proposed project includes facilities to serve the proposed development, it would not result in the need for construction of other new infrastructure facilities or expansions, the construction of which could cause significant environmental effects. Therefore, no new impacts would occur.

(Sources: Project Site Plans)

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (No New Impact.)

The proposed project would result in an increased demand for water supplies from the 140 residential units. The Elsinore Valley Municipal Water District (EVMWD) 2020 Urban Water Management Plan (UWMP) details that in 2020 the water demand in the City for residential uses was 129 gallons per day per capita, which was below the water use target of 188.6 gallons per day per capita. To provide a conservative estimate of project water use, a generation rate of 188.6 gallons per capita per day was used to estimate water demand from the proposed project. As described in Section XIV, *Population and Housing*, the proposed project would result in 688 additional residents at full occupancy. Based on the City's 2020 water use target of 188.6 gallons per capita per day, the 688 additional residents would generate a water demand of 129,757 gallons per day (145.35 acre-feet per year). The project would limit water demand by inclusion of low-flow plumbing and irrigation fixtures, pursuant to the California Title 24 requirements, and by reusing treated rainwater to irrigate the park area, as detailed in the Project Description.

The EVMWD's 2020 UWMP estimates water supply increase to 47,219 AFY and total water demand of 38,932 AFY in 2025, as shown in Table UT-1. The project's demand of 145.35 acre-feet equates to 0.4 percent of projected water demand in 2025, and 1.8 percent of the projected difference in supply and demand in 2025. Therefore, the City would have water supplies available to serve the project. Furthermore, because the project's residential uses are consistent with the existing General Plan and Specific Plan land use designations for the site, which are used to project future water demands, the demand from the project

is included in the UWMP demand projections listed in Table UT-1.

Table UT-1: Urban Water Management Plan Projections

Water Supply	Additional Detail on Water Supply	Projected Water Supply (AFY)				
		2025	2030	2035	2040	2045
		Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume
Purchased or imported water	Western/Metropolitan ¹	26,286	26,286	26,286	26,286	26,286
Purchased or imported water	Raw Imported Water Western/Metropolitan ^{1,2}	0	3,700	3,700	3,700	3,700
Groundwater	Elsinore Valley Subbasin ³	5,500	5,500	5,500	5,500	5,500
Groundwater	Coldwater Subbasin ³	1,200	1,200	1,200	1,200	1,200
Groundwater	Bedford Subbasin ³	1,300	1,300	1,300	1,300	1,300
Groundwater	Lee Lake Subbasin ³	875	875	875	875	875
Groundwater	Palomar Well Replacement ³	450	450	450	450	450
Groundwater	Temecula-Pauba GW ³	0	0	750	750	750
Surface Water	Canyon Lake/CLWTP ⁴	2,500	2,500	2,500	2,500	2,500
Other	IPR at Regional WRF ⁵	0	0	0	940	1,970
Recycled Water	Temescal Wash & Lake Elsinore Replenishment ⁵	7,270	8,027	8,863	8,960	8,960
Recycled Water	Metered Customers ⁶	1,459	1,459	1,459	1,459	1,459
Recycled Water	Canyon Lake and Summerly Golf Course ⁶	378	378	378	378	378
Total Projected Supply⁷:		47,219	51,675	53,261	54,298	55,328
Total Projected Demand:		38,932	41,994	45,313	48,085	50,967
¹ Imported water will be used to fill the gaps will be based on the availability of local supplies. There is no total right or safe yield. EVMWD can purchase more water at an additional charge. ² Starting in 2026, EVMWD plans to start purchasing about 3,700 AFY of raw imported water from Western/Metropolitan for treatment at the CLWTP. ³ The safe yield for the groundwater subbasins will be established with their respective GSPs. ⁴ In settlement of litigation, EVMWD agreed not to treat more than 8,000 AFY of San Jacinto River flows in any water year at EVMWD's CLWTP. This 8,000 AFY limit applies only to San Jacinto River runoff and excludes any imported water conveyed in the river channel. ⁵ In accordance with its NPDES permit, EVMWD is permitted to discharging 0.5 MGD to Temescal Wash and 7.5 MGD to Lake Elsinore. EVMWD is planning to use excess wastewater collected at the Regional WRF to implement an IPR project. It is anticipated that this water will be available between 2035 and 2040. ⁶ Includes recycled water produced by the three EVMWD WRFs and recycled water from SRRRA and Eastern. ⁷ The total right or safe yield were not calculated because the groundwater safe yields are being updated as part of the GSP projects. Source: EVMWD 2020 UWMP						

The EVMWD 2020 UWMP details the available supply, including groundwater, surface water, imported water, and recycled water would meet the projected demand during normal, single dry and multiple dry years. Therefore, no new impacts related to water supplies from the proposed project would occur.

(Sources: 2020 Urban Water Management Plan (2020 UWMP), Elsinore Valley Municipal Water District, May 2021, <https://www.evmwd.com/home/showpublisheddocument/2233/637571268195170000>)

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? (No New Impact.)

EVMWD operates and maintains sewer collection pipes in the project area that feed into EVMWD's trunk sewers that convey wastewater to the Regional Water Reclamation Facility that has a regular capacity of 8.0 million gallons per day (MGD) and is going through an expansion to provide an additional 4 MGD of treatment capacity.

Based on EVMWD's wastewater generation rate of 878 gallons per day per acre for medium high density residential (higher than 6 du/ac and below 12 du/ac), the proposed project would generate approximately 15,804 gallons per day over the 16.98-acre site. The project generated 15,804 gallons per day is within the 4 MGD of additional capacity that is being developed within the Regional Water Reclamation Facility. Therefore, no new impacts related to wastewater treatment capacity would occur.

(Sources: 2020 Urban Water Management Plan (2020 UWMP), Elsinore Valley Municipal Water District, May 2021, <https://www.evmwd.com/home/showpublisheddocument/2233/637571268195170000>; EVMWD, 2016 Sewer System Master Plan, August 2016, <https://www.evmwd.com/home/showdocument?id=1773>)

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? (No New Impact.)

In 2019, approximately 92 percent of the solid waste from the City of Lake Elsinore, which was disposed of in landfills, went to the El Sobrante Landfill. The El Sobrante Landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2051. In May 2022, a maximum of 13,291 tons in a day was disposed at the El Sobrante Landfill, which provides for a remaining capacity of 2,763 tons per day.

Construction

Project construction would generate solid waste in the form of packaging and discarded materials. Section 5.408.1 of the California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. As project construction does not require demolition of any structure, solid waste generated would be limited in comparison to operation wastes. As described above, the El Sobrante Landfill has a remaining capacity of approximately 2,763 tons per day. Therefore, the facility would be able to accommodate the limited construction waste generated by the project, and no new impacts would occur.

Operation

The CalEEMod solid waste generation rate for single-family residential land use is 0.41 tons per resident per year. As described in Section XIV, *Population and Housing*, full occupancy of the proposed project would generate approximately 688 new residents. Thus, operation of the project would generate approximately 282.08 tons per solid waste per year; or 5.43 tons per week.

However, at least 75 percent of the solid waste is required by AB 341 to be recycled, which would reduce the volume of landfilled solid waste to approximately 1.4 tons per week. As the El Sobrante Landfill has additional capacity of approximately 2,763 tons per day, the solid waste generated by the project would be within the capacity of the landfill. Thus, the proposed project would be served by a landfill with sufficient

permitted capacity to accommodate the project's solid waste disposal needs and the project would not impair the attainment of solid waste reduction goals. No new impacts related to landfill capacity would occur.

(Sources: CalRecycle Solid Waste Information System Facility/Site Search. Available at: <https://www2.calrecycle.ca.gov/SWFacilities/Directory/>; CalRecycle Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility (ca.gov). Accessed: <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>)

g) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? No New Impact.

The proposed project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City is subject to the requirements set forth in Section 5.408.1 of the California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed project would be consistent with all state regulations, as ensured through the City's development project permitting process. Therefore, the proposed project would comply with all solid waste statute and regulations; and no new impacts would not occur.

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding utilities and service systems. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Mitigation Measures:

No new mitigation measures are required.

XX. WILDFIRES

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR describes that wildfire susceptibility in the Specific Plan area is low, with some areas having moderate susceptibility on the eastern portion of the Specific Plan area and some areas showing moderate to very high susceptibility within and adjacent to the southern edge of the Specific Plan area. The Final EIR included Mitigation Measure MM HAZ-5 that requires development projects to implement, as necessary, on-going brush clearance, the establishment of low fuel landscaping policies to reduce combustible vegetation along the urban/wildland interface boundary, create fuel modification zones around development within high hazard areas by thinning or clearing combustible vegetation within 100 feet of buildings and structures, and using fuel resistant building techniques. The Final EIR determined that with implementation MM HAZ-5, impacts would be less than significant.

East Lake Specific Plan Final EIR Mitigation Measures

MM HAZ-5. Listed previously in Section IX, *Hazards and Hazardous Materials*.

Project Applicability: MM HAZ-5 is applicable to the proposed residential project and would be implemented as part of the approval process.

Impacts Associated with the Proposed Project

The discussion below is based on CalFire Fire Hazard Severity Zone Mapping of the project site and vicinity.

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? (No New Impact.)

According to the CalFire Hazard Severity Zone map, the project site is not within a high fire hazard zone. The project site is vacant and moderately covered with vegetation. The project site is adjacent to residences, roadways, commercial uses, and developed areas within the urban environment. The project site is not within or adjacent to any wildland areas. Also, as described previously, the proposed onsite street system would meet City design standards for emergency access. Permitting of the onsite circulation would provide adequate and safe circulation through the project area for emergency responders. Because the project is not located within a high fire hazard zone and is required to comply with all applicable City codes, as verified by the City, no new impacts related to wildfire emergency response or evacuation would occur.

(Sources: CalFire Fire Hazard Severity Zones Map, Accessed: <https://egis.fire.ca.gov/FHSZ/>; and CalFire Very High Fire Hazard Severity Zones in Lake Elsinore Local Responsibility Area, Accessed: https://osfm.fire.ca.gov/media/5915/lake_elsinore.pdf)

b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (No New Impact.)

The project site is generally flat and does not contain or adjacent to slopes. The project site is adjacent to a roadway, residences, and developed areas. The project site is not adjacent to any wildland areas, and as determined by the CAL FIRE Hazard Severity Zone map, the project site is not within a high fire hazard zone. There are no factors on or adjacent to the project site that would exacerbate wildfire risks. Thus, no

new impacts related to other factors that would expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would occur from the project.

(Sources: CalFire Fire Hazard Severity Zones Map, Accessed: <https://egis.fire.ca.gov/FHSZ/>; and CalFire Very High Fire Hazard Severity Zones in Lake Elsinore Local Responsibility Area, Accessed: https://osfm.fire.ca.gov/media/5915/lake_elsinore.pdf)

c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (No Impact.)

As described previously, the project site is not within a wildfire hazard zone. The project does not include any infrastructure that would exacerbate fire risks. In addition, the project would provide internal streets and fire suppression facilities (e.g., hydrants and sprinklers) that conform to the California Fire Code requirements, included as Municipal Code Chapter 8.16, as verified through the City's permitting process. Therefore, no new impacts related to infrastructure that could exacerbate fire risks would occur with the proposed project.

(Sources: CalFire Fire Hazard Severity Zones Map, Accessed: <https://egis.fire.ca.gov/FHSZ/>; and CalFire Very High Fire Hazard Severity Zones in Lake Elsinore Local Responsibility Area, Accessed: https://osfm.fire.ca.gov/media/5915/lake_elsinore.pdf)

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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? (No Impact.)

As described previously, the project site is not within a wildfire hazard zone. In addition, the project site is relatively flat and adjacent to flat areas. There are no slope or hillsides that would become unstable. In addition, the project would install onsite drainage that would convey runoff to a water quality basin on the project site. Therefore, no new impacts related to flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes would not occur from the proposed project.

(Sources: CalFire Fire Hazard Severity Zones Map, Accessed: <https://egis.fire.ca.gov/FHSZ/>; and CalFire Very High Fire Hazard Severity Zones in Lake Elsinore Local Responsibility Area, Accessed: https://osfm.fire.ca.gov/media/5915/lake_elsinore.pdf)

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding wildfires. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the

Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Mitigation Measure: MM HAZ-5. Listed previously in Section IX, *Hazards and Hazardous Materials*.

No new mitigation measures are required.

V. MANDATORY FINDINGS OF SIGNIFICANCE

Summary of Impacts Identified in the East Lake Specific Plan Final EIR

The Final EIR determined that implementation of the Specific Plan would result in significant and unavoidable impacts from potential overlapping construction activities from various development projects and from overlapping construction and operational activities after implementation of mitigation measures. The Final EIR also determined that greenhouse gas emissions would be significant and unavoidable. The Final EIR determined that temporary construction related noise may result in noise levels in excess of City standards and/or a potential substantial temporary increase in ambient noise levels resulting in a temporary significant noise impact. The Final EIR also determined that traffic noise and action sports activities may increase ambient noise levels resulting in a significant impact.

have limited potential to degrade the quality of the environment and would not significantly affect the environment or result in individually limited but cumulatively considerable impacts with implementation of the previously listed mitigation measures. In addition, the Final EIR determined that implementation of the Specific Plan would not have the potential to significantly adversely affect humans, either directly or indirectly with implementation of the previously listed mitigation measures. In addition, the Final EIR determined that traffic generated from buildout of the Specific Plan would result in significant impacts to intersections.

East Lake Specific Plan Final EIR Mitigation Measures

MM AES-1: Listed in Section I, *Aesthetics*.

MM AQ-1 through MM AQ-5: Listed in Section III, *Air Quality*.

MM BIO-1 through MM BIO-10: Listed in Section IV, *Biological Resources*.

MM CUL-1 through MM CUL-11: Listed in Section V, *Cultural Resources*.

MM GEO-1 through MM GEO-12: Listed in Section VII, *Geology and soils*.

MM GHG-1: Listed in Section VIII, *Greenhouse Gas Emissions*.

MM HAZ-1 through MM HAZ-5: Listed in Section IX, *Hazards and Hazardous Materials*.

MM HWQ-1 through MM HWQ-8: Listed in Section X, *Hydrology and Water Quality*.

MM NOI-1 through MM NOI-6: Listed in Section XIII, *Noise*.

MM TC-1 and MM TC-2: Listed in Section XVII, *Transportation*.

Impacts Associated with the Proposed Project

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

- a) Does the project have the potential to 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? (No New Impact.)**

As described in Section IV, *Biological Resources*, the project site consists of disturbed, ruderal habitat and disturbed areas that do not provide habitat for sensitive plant or animal species, including burrowing owl. Because the project site is located within the Western Riverside County MSHCP burrowing owl survey area, a 30-day preconstruction survey is required prior to the commencement of project activities (e.g. vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no owls have colonized the site in the days or weeks preceding project activities. This requirement is consistent with East Lake Specific Plan **Final EIR Mitigation Measures MM BIO-5 and MM BIO-7**. Therefore, no sensitive species would be impacted by the project, and no new impacts would occur.

As described in Section V, *Cultural Resources*, the project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as “historical resources” as defined by CEQA. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource. Also, due to previous ground-disturbance activities and absence of bedrock and dependable water sources at the site no new impacts to important examples of California prehistory would occur from the project.

(Sources: *General Biological Assessment*, Appendix B; *Phase I Cultural Resources Survey*, Appendix D)

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (No New Impact.)**

The project would develop 191 single-family residences with recreation, open space, and associated infrastructure and amenities on a site that was planned for such uses within an urban area. The cumulative effect of the proposed project taken into consideration with other development projects in the area would be limited, because the project would develop the site in consistency with the General Plan land use designation, Specific Plan designation, and municipal code. As described by the City’s General Plan EIR Section 6.1, *Growth Inducement* and Section 4.0, *Cumulative Impacts*, which includes development of the project site pursuant to the existing land use designations, buildout of the General Plan is anticipated to provide direction for future growth and facilitate development. As described herein, the project site has a General Plan land use designation of East Lake District Specific Plan and an East Lake Specific Plan

designation of Action Sports, Tourism, Commercial and Recreation with a Mixed Use Overlay that allows for a variety of residential types up to a density of 18 units per net acre. The project would result in 11.3 units per net acre, which is within the growth projections of the General Plan, and the cumulative impacts of which have been identified in the General Plan EIR.

Also, as described above, all of the potential impacts related to implementation of the project would be less than significant or reduced to a less than significant level with implementation of the East Lake Specific Plan Final EIR mitigation measures that would be imposed by the City and would effectively reduce environmental impacts. The project would not result in any new substantial effects to any environmental resource topic that could become cumulatively significant.

As discussed in Section III, *Air Quality*, SCAQMD's CEQA Air Quality Handbook methodology describes that any projects that result in daily emissions that exceed any of these thresholds would have both an individually (project-level) and cumulatively significant air quality impact. If estimated emissions are less than the thresholds, impacts would be considered less than significant. As shown in Tables AQ-2 and AQ-4, CalEEMod results indicate that construction emissions generated by the proposed project would not exceed SCAQMD regional thresholds. Operational emissions associated with the proposed project were also modeled using CalEEMod and are summarized in Table AQ-3, which shows that the proposed project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD's applicable thresholds. Therefore, the project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and operational impacts would be less than significant.

As discussed in Section VIII, *Greenhouse Gas Emissions*, global climate change occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant global climate change effects in the absence of cumulative sources of GHGs. The project's total annual GHG emissions at buildout would not exceed the annual GHG emissions threshold of 3,000 MTCO₂e. As shown on Table GHG-2, the project would result in approximately 2,576 MTCO₂e per year. Therefore, the project would not result in cumulative impacts related to GHG emissions.

As discussed in Section XVII, *Transportation*, the cumulative project VMT per service population would be 22.8, which is 35.88 percent below the City's baseline VMT per service population of 35.6. In addition, the project would reduce citywide VMT (as shown in Table T-8). Therefore, cumulatively considerable transportation related impacts would be less than significant. Overall, impacts to environmental resources or issue areas would not be cumulatively considerable; and no new cumulative impacts would occur.

(Sources: Previous responses and associated studies)

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

The project proposes the construction and operation of 191 single-family residences and related park and open space areas. The project would not consist of any use or any activities that would result in a substantial negative affect on persons in the vicinity. All resource topics associated with humans the proposed project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts, or less-than-significant impacts with implementation of East Lake Specific Plan Final EIR mitigation measures. For impacts related to humans, the topic areas that require implementation of Specific Plan Final EIR mitigation measures include exterior lighting, construction related air quality emissions, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, and transportation. The other subject areas that require implementation of mitigation measures are related to biological resources, cultural resources, paleontological resources, and tribal cultural resources

which do not have an adverse effect on a living human being. Consequently, with implementation of mitigation, no new impacts on human beings directly or indirectly would occur.

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final EIR. The proposed project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding mandatory findings of significance. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was adopted as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts, State CEQA Guidelines 15182 also does not require additional environmental review and the project is consistent with the East Lake Specific Plan.

Mitigation Measures: The East Lake Specific Plan Final EIR mitigation measures, which are listed previously, are applicable to the proposed project and would be included in the Project MMRP to ensure implementation.

No new mitigation measures are required.

VI. DOCUMENT PREPARERS AND ORGANIZATIONS CONSULTED

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

Lead Agency:

City of Lake Elsinore
Carlos Serna, Associate Planner
Bradley Brophy, PE, Traffic Engineer
130 South Main Street
Lake Elsinore, CA 92530

CEQA Document Preparer:

EPD Solutions, Inc.
Konnie Dobrev, J.D.
Renee Escario
Meaghan Truman
Brooke Blandino

Air Quality, Energy, and Greenhouse Gas Impact Analysis, Appendix A

EPD Solutions, Inc.
Alex Garber, Analyst

General Biological Assessment, Appendix B

Hernandez Environmental Services
Shawn Gatchel-Hernandez, Principal Regulatory Specialist

Phase I Cultural Resources Survey, Appendix D

Brian F. Smith and Associates, Inc.
Brian F. Smith, MA
Elena C. Goralogia
Jillian L.H. Conroy

Geotechnical Investigation and Geotechnical Update, Appendix E

Sladden Engineering, Inc.
James W. Minor III, Senior Geologist
Brett L. Anderson, PG, Principal Engineer

Paleontological Assessment, Appendix F

Brian F. Smith and Associates, Inc.
Todd A. Wirths, M.S., Senior Paleontologist, California Professional Geologist No. 7588

Phase I Environmental Site Assessment, Appendix G

Sladden Engineering, Inc.
James W. Minor, PG, Project Geologist
Brett L. Anderson, PG, Principal Engineer

Preliminary Hydrology Study, Appendix H

Wilson Mikami Corporation
Scott M. Wilson, PE, PLS, Principal

Project Specific Water Quality Management Plan, Appendix I

Wilson Mikami Corporation

Scott M. Wilson, PE, PLS, Principal

Noise and Vibration Impact Analysis, Appendix J

LSA Associates, Inc.

J.T. Stephens | Principal / Noise and Vibration

Transportation Impact Analysis and Vehicle Miles Traveled Analysis, Appendix K and L

EPD Solutions, Inc.

Meghan Macias, T.E.

Abby Pal

Daji Yuan