

# **South Shore II Tentative Tract Map No. 36567**

Initial Study/  
Mitigated Negative Declaration

December 2013

Prepared for:  
**City of Lake Elsinore  
Planning Division**  
130 South Main Street  
Lake Elsinore, CA 92530

Applicant:  
**South Shore II, LLC**  
515 Avocado Avenue  
Corona Del Mar, CA 92625

Prepared by:  
**HELIX Environmental Planning, Inc.**  
7578 El Cajon Boulevard, Suite 200  
La Mesa, CA 91942

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Tentative Tract Map No. 36567**

**Initial Study No. 2013-02**

*Prepared for:*

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Planning Division  
130 South Main Street  
Lake Elsinore, CA 92530

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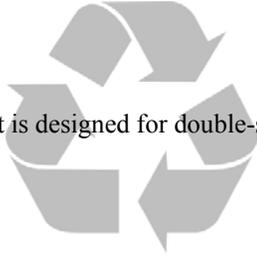
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- This document is designed for double-sided printing -



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# 1 Introduction

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This Initial Study (IS) has been prepared to assess the environmental impacts resulting from implementation of proposed land use applications related to the South Shore II Project (Tentative Tract No. 36567). This report has been prepared to comply with Section 15063 of the California Environmental Quality Act (CEQA) Guidelines, which sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (See Section 2);
- Identification of the environmental setting (See Section 2.11);
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (See Section 4);
- Discussion of ways to mitigate significant effects identified, if any (See Section 4);
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (See Section 4.10); and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (see Section 5).

## ***1.1 – California Environmental Quality Act***

As defined by Section 15063 of the State CEQA Guidelines, an Initial Study (IS) is prepared primarily to provide the Lead Agency with information to use as the basis for determining whether an Environmental Impact Report (EIR), Negative Declaration (ND) or Mitigated Negative Declaration (MND) would be appropriate for providing the necessary environmental documentation and clearance for any proposed project.

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.

According to CEQA Guidelines Section 15065, an EIR is deemed appropriate for a particular proposal if the following conditions occur:

- The proposal has the potential to substantially degrade the quality of the environment.
- The proposal has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The proposal has possible environmental effects, which are individually limited, but cumulatively considerable.
- The proposal could cause substantial direct or indirect adverse effects on human beings.

According to Section 21080(c)(1) of CEQA and Section 15070(a) of the CEQA Guidelines, a Negative Declaration can be adopted if it can be determined that the project will not have a significant effect on the environment.

According to Section 21080(c)(2) of CEQA and Section 15070(b) of the CEQA Guidelines, a Mitigated Negative Declaration can be adopted if it is determined that although the Initial Study identifies that the project may have potentially significant effects on the environment, revisions in the project plans and/or mitigation measures, which would avoid or mitigate the effects to below a level of significance, have been made or agreed to by the applicant.

This IS has determined that the proposed project may result in potentially significant environmental effects, but that said effects can be reduced to below a level of significance through the implementation of mitigation measures and, therefore, a Mitigated Negative Declaration is deemed the appropriate document to provide the necessary environmental evaluations and clearance.

This IS and proposed MND document is 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, 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.

## ***1.2 – Intended Uses of Initial Study and Mitigated Negative Declaration***

This IS and proposed MND are informational documents intended to inform the City of Lake Elsinore decision-makers, other responsible or interested agencies, and the general public of the potential environmental effects of the proposed project. The environmental review process has been established to enable public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any potentially adverse impacts. While CEQA requires that consideration be given to avoiding environmental damage, the Lead Agency and other responsible agencies must balance adverse environmental effects against other public objectives, including economic and social goals (CEQA Guidelines Section 15021).

The City of Lake Elsinore, as the Lead Agency, has determined that environmental clearance for the proposed project can be provided with a Mitigate Negative Declaration. The IS and Notice of Availability and Intent to Adopt prepared for the MND will be circulated for a period of 30 days for public and agency review. Comments received on the document will be considered by the Lead Agency before it acts on the proposed project.

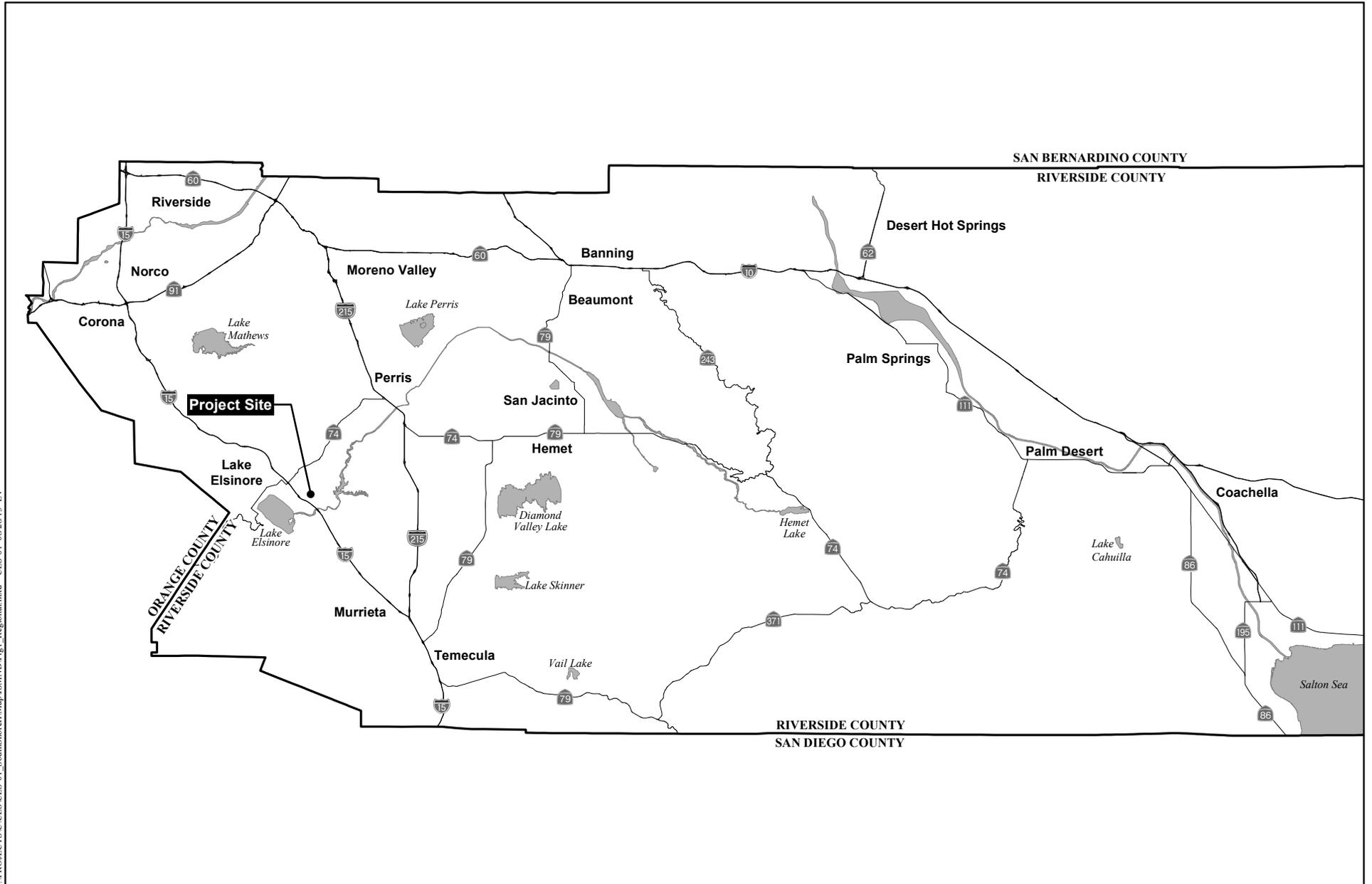
## ***1.3 – Public Comments***

Comments from all agencies and individuals are invited regarding the information contained in this IS. Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the IS or indicate where the information may be found. All comments on the IS are to be submitted to:

Richard MacHott, Acting Planning Manager  
City of Lake Elsinore  
Planning Division  
130 South Main Street  
Lake Elsinore, California 92530  
951-674-3124 x209  
[rmachott@lake-elsinore.org](mailto:rmachott@lake-elsinore.org)

All comments received will be considered by the City of Lake Elsinore prior to adoption.

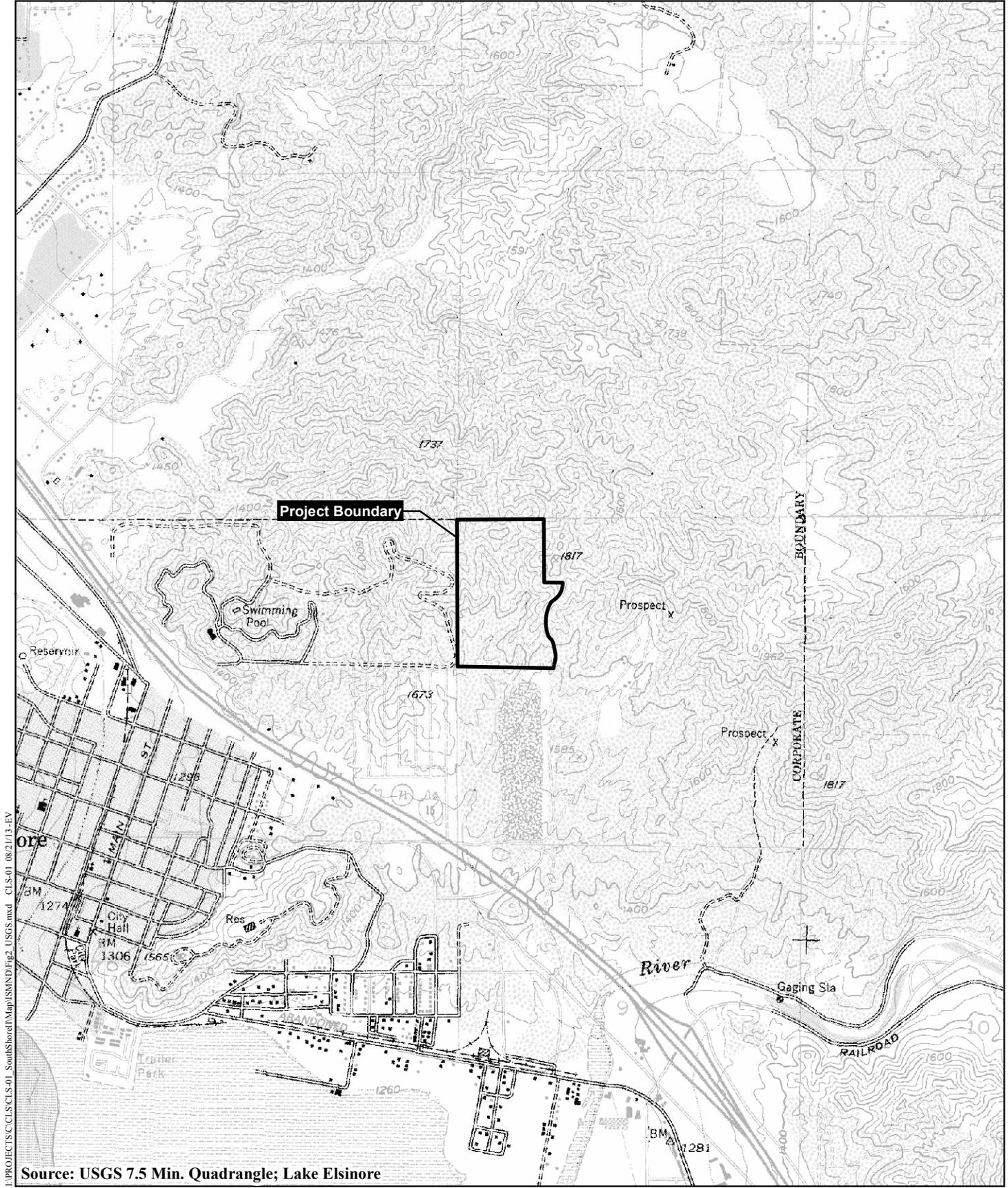
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## Regional Location Map

SOUTH SHORE II

Figure 1

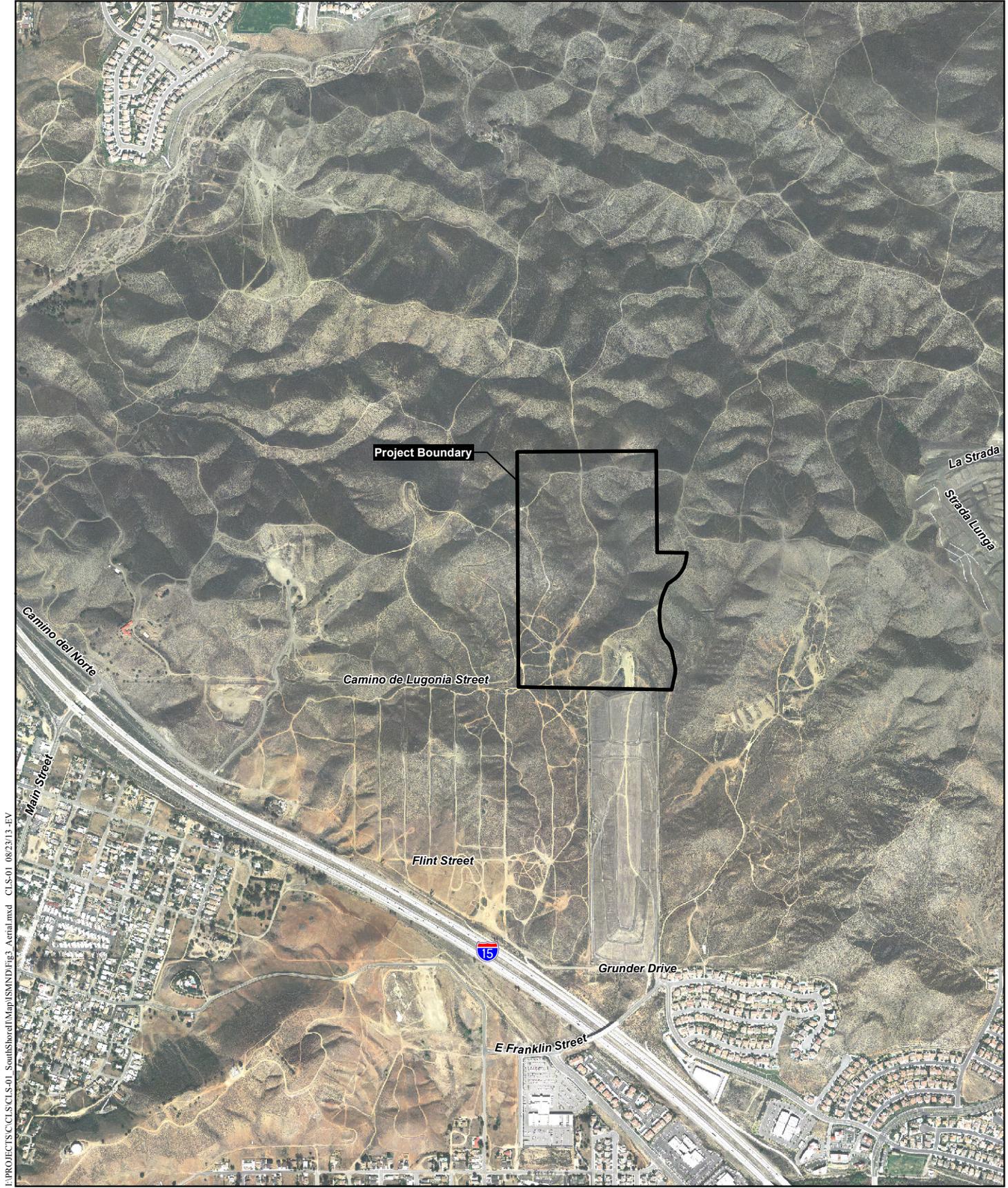


# Project Location Map

SOUTH SHORE II

Figure 2

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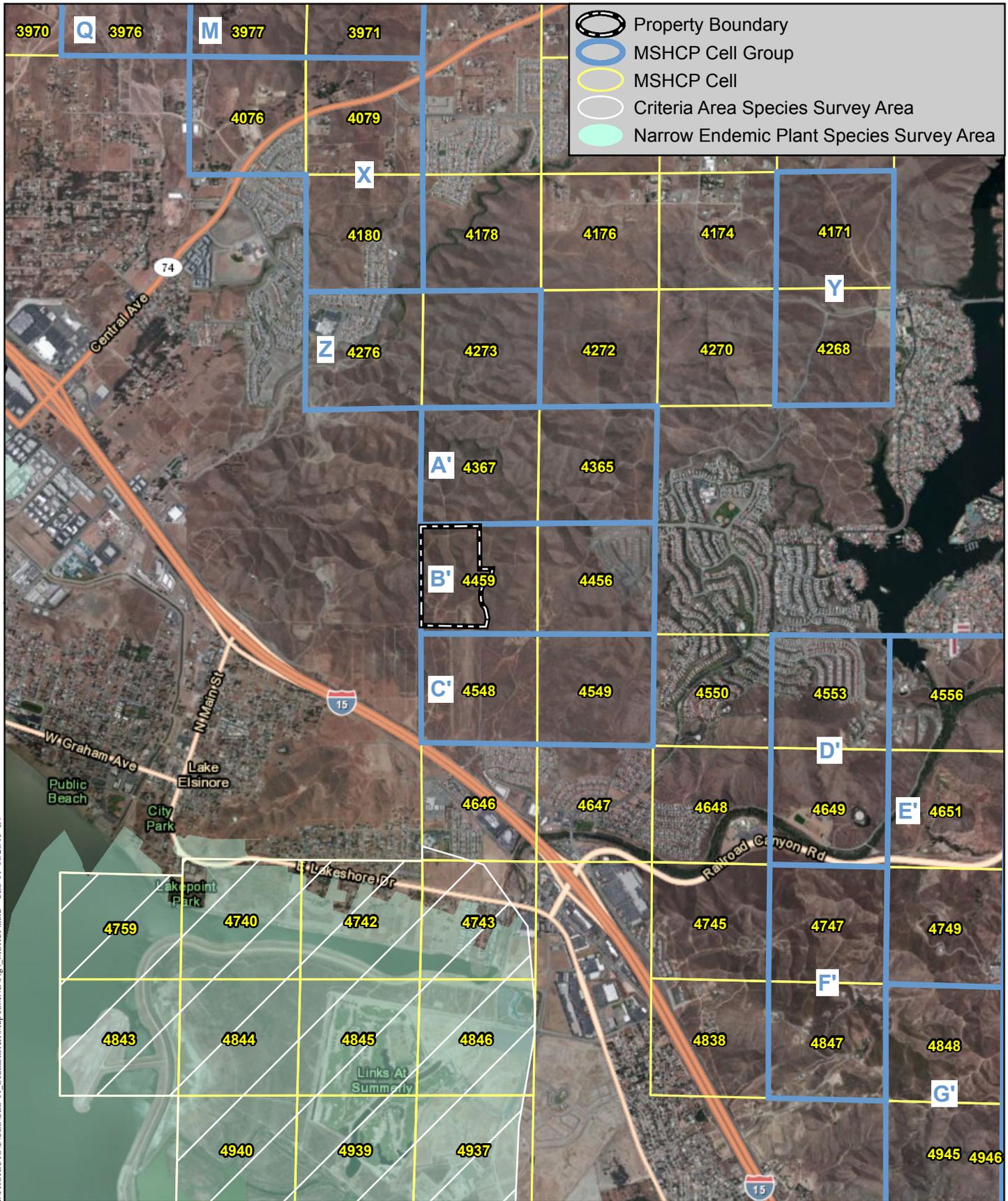


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# Aerial Project Location Map

SOUTH SHORE II

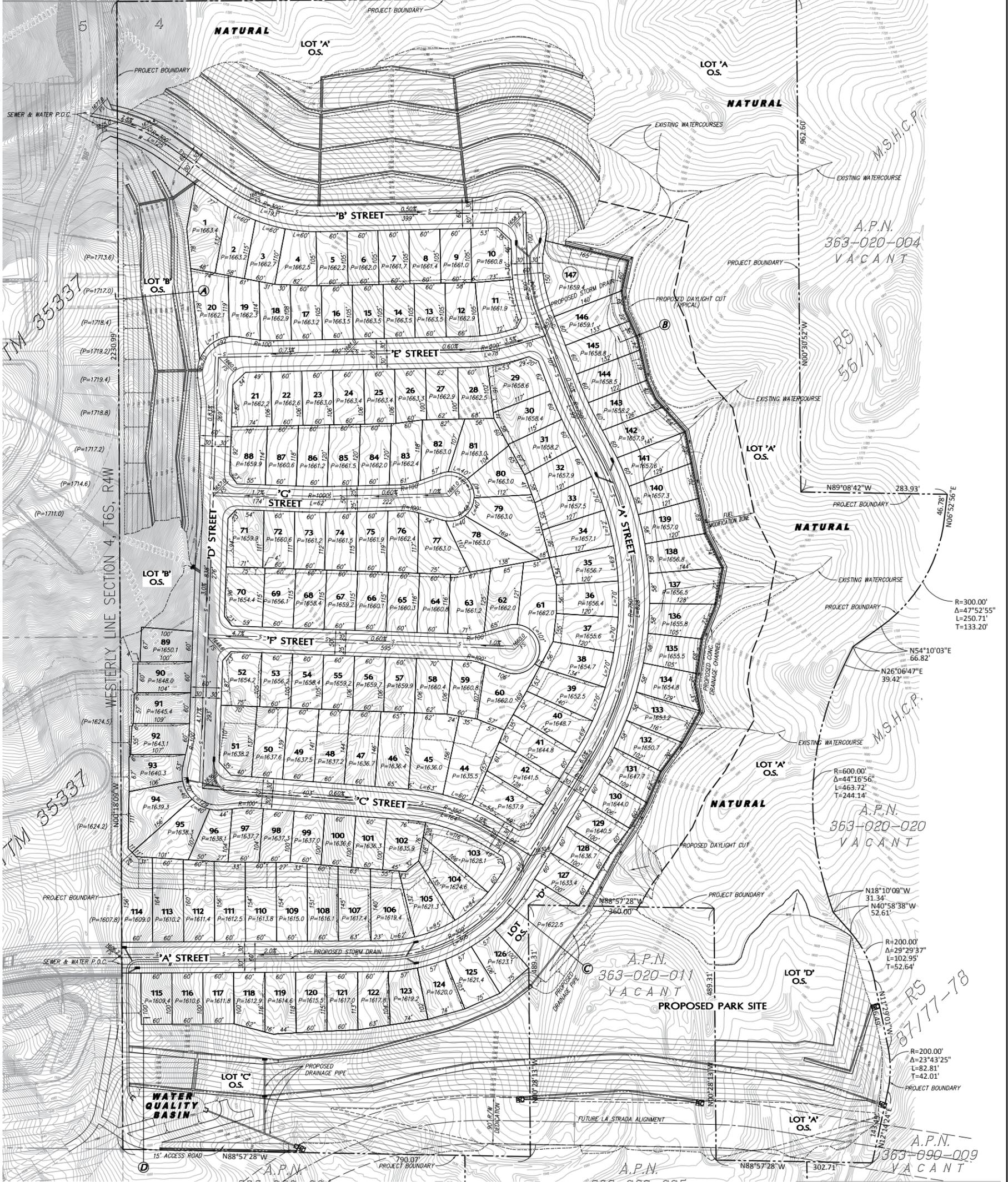
Figure 3



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# MSHCP Criteria Map

SOUTH SHORE II



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Source: K&A Engineering

# Tentative Tract Map

SOUTH SHORE II



## ***1.4 – Availability of Materials***

All materials related to the preparation of this Initial Study are available for public review. To request an appointment to review these materials, please contact:

Kirt A. Coury – Project Planner  
City of Lake Elsinore  
Planning Division  
130 South Main Street  
Lake Elsinore, California 92530  
951-674-3124 x274

## ***1.5 – Contents of Initial Study***

This IS/MND is organized to facilitate a basic understanding of the existing setting and environmental implications of the proposed project as follows:

1. **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 documents incorporated by reference.
2. **Project Description** describes the proposed project and provides a list of discretionary approvals and permits required for project implementation.
3. **Environmental Checklist Form** presents the results of the environmental evaluation for the proposed project and those issue 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.
4. **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 recommended, as appropriate, to reduce adverse impacts to levels of “less than significant” where possible.
5. **Mandatory Findings** presents the background analysis supporting each response provided in the environmental checklist form for the Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.
6. **Persons and Organizations Consulted** identifies those persons consulted and involved in preparation of this IS and MND.
7. **References** lists bibliographical materials used in preparation of this document.
8. **Mitigated Negative Declaration** contains the City’s proposed finding that, with the incorporation of the identified mitigation measures, the project would not have a significant effect on the environment.

## ***1.6 – 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 the IS. All responses take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. Project impacts and effects will be evaluated and quantified, when appropriate. To each question, there are four possible responses, including:

1. **No Impact:** A “No Impact” response is adequately supported if the referenced information sources show that the impact simply does not apply to the proposed project.
2. **Less Than Significant Impact:** Development associated with project implementation would have the potential to impact the environment. These impacts, however, would be less than the levels of thresholds that are considered significant and no additional analysis is required.
3. **Less Than Significant With Mitigation Incorporated:** 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 explain how the measures reduce the effect to a less than significant level.
4. **Potentially Significant Impact:** Future implementation would have impacts that are considered significant and additional analysis and possibly an EIR are required to identify mitigation measures that could reduce these impacts to less than significant levels.

## **2 Project Description**

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### ***2.1 – Project Title***

South Shore II (Tentative Tract Map No. 36567)

### ***2.2 – Lead Agency Name and Address***

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

### ***2.3 – Contact Person and Phone Number***

Kirt A. Coury – Project Planner  
951-674-3124 x274

### ***2.4 – Project Location***

The project site is located northeast of Interstate 15 (I-15) at the Main Street interchange in the City of Lake Elsinore (City), in Riverside County (Figure 1). More specifically, it is located approximately one-quarter mile northeast of Camino Del Norte Street and one mile northeast of Lake Elsinore, in Township 6 south, Range 4 west, Section 4 as shown on the Lake Elsinore U.S. Geological Survey 7.5 minute quadrangle maps (Figures 2 and 3). The project site is comprised of assessor's parcel numbers (APNs) 363-020-002, -003, -011, -012, -013, -014, -015, -018, and -019. The project site is located within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) Criteria Cell 4459 of Cell Group B' (Figure 4).

### ***2.5 – Project Sponsor's Name and Address***

Erik Lunde  
South Shore II, LLC  
515 Avocado Avenue  
Corona Del Mar, CA 92625

### ***2.6 – General Plan Land Use Designation***

The General Plan land use designation for the proposed project site is Low-Medium Density Residential. This category of residential use is primarily intended to provide for the development of traditional single-family subdivisions with one dwelling permitted per lot, but with an increased density allowance between one to six dwelling units per acre.

### ***2.7 – Zoning District***

The project site is zoned as R-1, Single-Family Residential. The R-1 district is intended to accommodate low density single-family residential projects developed in an urban environment with available public services and infrastructure. This zoning district has a range of permitted uses, including, but not limited to, single-family detached dwelling units with one dwelling unit per lot and public parks and/or playgrounds. In general, the

minimum lot areas for any new lot created in the R-1 district are 6,000 square feet (SF) for interior lots and 7,700 SF for corner lots; however, the required average lot size for any subdivision is 7,260 SF.

## ***2.8 – Project Description***

The South Shore II project comprises approximately 67.7 acres owned by the project applicant and 4.0 acres owned by the City. The proposed residential subdivision would include 147 single-family detached residential units to be constructed on approximately 44 acres of the site (Figure 5). The land surrounding the residential development would include 19.0 acres retained in natural open space, an approximately 3.5-acre public park, and an on-site detention basin. Access to the project site would be from the proposed Elsinore Hills Road via Street “C” and Street “D,” through the Spyglass Ranch project (Tentative Tract Map No. 35337), which is proposed to be constructed just west of South Shore II. Elsinore Hills Road would be extended from its existing terminus, approximately 850 feet south of Rosetta Canyon Drive, to Camino Del Norte by the project opening year. Each of the primary project components are described below.

### **Single-family Residential**

The single-family residential units would predominantly consist of typical one- or two-story wood-framed structures with conventionally reinforced slab-on-grade and/or spread and continuous wall footings. The average residential lot size would be 7,566 SF, and the proposed lots would range from 6,000 (Lot 99) to 16,163 (Lot 147) gross SF.

Outdoor light fixtures, including streetlights and residential lighting, would be uni-directional, shielded and situated so as to not cause glare or excessive light spillage on neighboring properties or conserved habitats along the northern and eastern portions of the project site. Wood or tubular steel fences would be installed along the interface where residential development abuts conserved habitat. Signs would be posted at potential access points into the MSHCP conservation area informing residents of the wildlife habitat value of the open space to minimize intrusions. On-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the project site.

### **Neighborhood Park and Open Space**

An approximately 3.5-acre neighborhood park would be developed in the southeast portion of the project site, which is currently an open excavation area that appears to have been used as a borrow site. The park would include passive recreational opportunities and trails, and may include amenities such as play areas, turf, multi-purpose courts, and picnic facilities.

The approximately 19 acres of the site retained in open space would preserve the natural characteristics of the site and while functioning as a buffer between the residential uses and adjacent undeveloped land to the east and north. Hillside areas that would be disturbed by development of the residential areas would be revegetated with deep-rooted, drought-tolerant plant species selected for erosion control. Existing drainage patterns and topography would be maintained within these areas, as applicable.

Landscape of common areas, passive open space areas, and park areas would be maintained by the project Home Owners’ Association (HOA), as appropriate. Manufactured slopes would not extend into any MSHCP conservation areas. No plants included on the California Invasive Plant Council’s list of invasive species (or in Table 6-2 of the MSHCP) would be used anywhere on the site, and only native species or non-invasive non-native species would be planted adjacent to conservation areas.

## Detention Basin and Storm Drain System

An approximately 1.2-acre extended detention basin would be constructed in the southwestern corner of the project site (Figure 4). This basin is included as a part of the proposed project in order to maintain water quality, manage stormwater runoff, and ensure that there is no increase in flows from the project to off-site drainages. A mainline storm drain system, located within project roadways, would direct runoff from the developed area of the project to the detention basin via a system of drainage pipes located throughout the development. All runoff from the storm drain system would be discharged into the basin, which has an overall volume capacity of about 40,000 cubic feet. Additionally, an emergency overflow structure, located downstream of the basin, would be provided in case of an outlet structure failure. A 15-foot access road would be provided adjacent to the basin to allow for maintenance.

A concrete channel would be constructed adjacent to the back of the most easterly residential lots, between the residences and open space areas. This storm drain line would intercept and convey natural runoff from the open space areas, but would not mix with runoff from the developed areas. Runoff from the channel would ultimately discharge back into the existing flowline at the southern boundary of the project site.

## Public Services and Utilities

Utilities (sewer, water, storm drain, gas, and electricity) would be provided through connection to existing lines located adjacent to the project site. The required public services and anticipated providers for the proposed project are listed in Table 2.1. Water mains and fire hydrants would be constructed in accordance with Riverside County Ordinance No. 460 and/or No. 787.1.

<b>Service</b>	<b>Provider</b>
Gas	Southern California Gas Company
Water	Elsinore Valley Water District
Sewer	Elsinore Valley Water District
Solid Waste	City of Lake Elsinore
Telephone/Cable	Verizon/Comcast
Police Protection	Riverside County Sheriff Department
Fire Protection	Riverside County Fire Department, California Department of Forestry and Fire Protection
Library	Riverside County
Schools	Lake Elsinore Unified School District

## Construction

The project would be built in one phase and is anticipated to begin construction in 2015. Grading is anticipated to occur over a 6-month period, followed by approximately three months for construction of streets, utilities, etc., and approximately three months for construction of the model home complex. Approximately 50 to 60 homes are anticipated to be constructed annually, which would result in a three-year build out period. Grading and development of the project site has been designed to maintain the natural drainage patterns as much as practical. Grading would require cut and fill of up to 100 feet to achieve proposed finish grades.

## ***2.9 – Project Objectives***

The overall purpose of the proposed project is to provide single-family residential units, a public park, and passive open space on a 67.7-acre property, in a manner that is compatible with the surrounding environment, commensurate with future need, and in conformance with the applicable policies and regulations of the City of Lake Elsinore General Plan Update and Zoning Ordinance. The specific objectives of the project are to:

- Develop a single-family residential community which complements and responds to the unique topography and character of the project site and surrounding area.
- Provide recreation areas to serve the recreation needs of the future residents.
- Incorporate sustainable design features where feasible to conserve natural resources and promote a healthy natural environment.
- Design a safe and efficient circulation system that is pedestrian safe and that adequately supports the anticipated level of traffic in and around the project site.
- Provide public services, roadways, and utilities infrastructure to support the proposed project in a timely and efficient manner that is concurrent with need.

## ***2.10 – Surrounding Land Uses***

Surrounding properties to the north, east, and south of the project site are ungraded and undeveloped with similar vegetation and topography. A former landfill (Elsinore Sanitary Landfill) is located adjacent to the project site to the southeast. The project site is bordered on the west by land that is currently undeveloped but within the approved Spyglass Ranch Specific Plan project. Regionally, the project is located southeast of Highway 74 (Central Avenue) and north of I-15 in the foothills overlooking the historic core of the City of Lake Elsinore to the southwest. The neighborhoods of Tuscany Hills and Ramsgate are located approximately 0.4 mile to the east and 0.8 mile to the north, respectively, and the old Delaney Estate is to the west.

## ***2.11 – Environmental Setting***

The City of Lake Elsinore is located in southwestern Riverside County. The City lies on either side of I-15 and is pocketed by the surrounding hillsides, including the Cleveland National Forest to the west. I-15 provides access to the regional highway network. The City has seen substantial development in the past 20 years, however large amounts of vacant areas still exist within the City. The topography of the City varies between flat areas amongst the core and downtown areas of the City north and east of Lake Elsinore and transitions to steeper terrain elsewhere in the City.

The project site is comprised of primarily ungraded, undeveloped land, with hillside terrain and natural drainage channels that generally flow in a southwesterly direction (Figures 6a and 6b). An open excavation area is present in the southeastern-most portion of the project site. The property is crossed by several trails and unimproved dirt roads that are primarily only passable by off-highway vehicles (OHV). Portions of the northern and western boundaries of the property are delineated by wire and chainlink fences. Except for the dirt roads, the property is covered with moderate to dense Riversidean sage scrub. Two large, intermittent drainages transect the property from north to south converging in the southwest quarter of the property. Numerous dry gullies dissect the slopes that flank the drainages. Elevations range from approximately 1,500 feet above mean sea level (AMSL) toward the southwestern edge of the property, to 1,820 feet AMSL near the northern site boundary.



Photo 1 – Southward view from the northern portion of the project site. Depicts rolling topography, vegetation, and unpaved roads characteristic of the site, and the adjacent undeveloped areas, former landfill site, and portions of the City of Lake Elsinore and I-15 south of the project site.



Photo 2 – Southwestern view from the central portion of the project site, near the western project boundary. Depicts views of Lake Elsinore and the Santa Ana Mountains southwest of the project site.

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## Representative Site Photos

SOUTH SHORE II



Photo 3 – Southeastern view from the northwest corner of the proposed park site. Depicts the open excavation area within the project site, as well as the adjacent undeveloped areas, former landfill site, and portions of the City of Lake Elsinore and I-15 south of the project site.



Photo 4 – Southwestern view from the central portion of the project site. Depicts the trails and unimproved dirt roads present throughout the project site, as well as City and mountain views beyond.

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## Representative Site Photos

SOUTH SHORE II

Figure 6b

## ***2.12 – Required Approvals***

- Statewide Construction General Permit Coverage
- Western Riverside MSHCP Consistency Approval
- City of Lake Elsinore: Lake Elsinore Application Package (LEAP)
- Santa Ana Regional Water Quality Control Board (RWQCB): National Pollutant Discharge Elimination System (NPDES) Construction Permit, Order No. 99-08-DWQ
  - Clean Water Act (CWA) Section 401 Water Quality Certification
  - State General Waste Discharge Requirements
- Grading permit
- Building permit

### 3 Determination

#### 3.1 – Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a 'Potentially Significant Impact' as indicated by the checklist on the following pages.

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

#### 3.2 – Determination

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Name: Kirt Coury, Project Planner

Date: 12/6/13

## 4 Evaluation of Environmental Impacts

### 4.1 – Aesthetics

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The primary scenic vistas in the City are of the surrounding hillsides and Lake Elsinore. In some cases, views of the hillsides and, in particular, the lake are generally obstructed by trees, utility poles, and other buildings.

As determined by the City of Lake Elsinore’s General Plan EIR, development pursuant to the General Plan would result in less than significant impacts to scenic vistas with the implementation of existing General Plan policies requiring or encouraging the preservation of scenic vistas and viewsheds and mitigation requiring the preparation of visual simulations for development located within the scenic viewshed of I-15 (City 2011). There are no recognized scenic vistas on the project site or in the immediate project vicinity. Since the site is not considered a part of a scenic vista, the proposed project would have a less than significant impact on a scenic vista.

b) **Less Than Significant Impact.** The proposed project is not located within view of a state scenic highway, as there are no designated state scenic highways or eligible state scenic highways, as identified on the California Scenic Highway Mapping System, located in the City. The project is located within the vicinity of I-15, which is designated as an eligible state scenic highway; however, it is not officially designated as a state scenic highway by the California Department of Transportation (Caltrans). The project would not adversely impact or decrease the potential for I-15 to be designated as a state scenic highway. The project also would not result in impacts to trees, rock outcroppings, or historic buildings within a state scenic highway. Accordingly, no impact to scenic resources would occur.

c) **Less Than Significant Impact.** Development of the proposed project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its

surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings. The project site is currently ungraded and primarily comprised of undeveloped land, with hillside terrain, moderate to dense Riversidean sage scrub, and natural drainage channels that generally flow in a southwesterly direction (Figures 6a and 6b). An open excavation area is present in the southeastern-most portion of the project site (Figure 6a).

The project would introduce single-family homes and associated infrastructure, a park, and a detention basin in an area characterized by rolling terrain. The developed portion of the site would be relatively flat, with low density single-family housing bounded by landscaping and manufactured slopes. The project would, however, maintain the natural topography and east-west-trending ridges and drainages within the eastern- and northern-most portions of the site. Moreover, development of the project would be similar in visual character to what currently exists in the City and the project characteristics would be consistent with the proposed adjacent residential developments. Impacts would be less than significant.

d) **Less Than Significant Impact.** The proposed project would result in new sources of lighting. Typical light sources from a single-family home would include outdoor accent and security lighting. Additional sources include street lamps and light from the proposed public park. Sources of glare during the day would be minimal. The project would be in compliance with existing City practices, procedures, and policies for lighting, and would provide outdoor light fixtures that are uni-directional, shielded and situated so as to not cause glare or excessive light spillage on neighboring properties. Lighting and glare impacts associated with the project would be less than significant.

## 4.2 – Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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

a) **No Impact.** The proposed project would be developed on an undeveloped property that does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, there would be no conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to a non-agricultural use as a result of this project. No impact would occur.

b) **No Impact.** The California Department of Conservation indicates that no Williamson Act contracts are active for any area within the City. The Lake Elsinore General Plan does not identify any specific designation for agricultural uses. The Lake Elsinore Zoning Code does not contain any agricultural zones or any zone that principally allows agricultural uses. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

c-d) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The project site is not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g).

The Lake Elsinore General Plan does not identify any specific designation for forest land or timberland uses. The Lake Elsinore Zoning Code does not contain any forest or timberland zones. The USDA Forest Service vegetation maps identify most of the city as urban, herbaceous, or shrub type, indicating that it is not capable of growing industrial wood tree species. Portions of the City are designated as hardwood forest/woodland. These areas of vegetation are primarily located within drainage, hillside, and other similar areas within the City. The project is located within areas identified as urban, herbaceous, or shrub type. Therefore, the project would have no impact to timberland zoning or result in loss of forest land.

e) **No Impact.** There are no agricultural operations or timberland production operations within the project site or vicinity. The project does not propose any changes that could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

### 4.3 – Air Quality

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section is based on the Air Quality and GHG Impact Analyses report prepared for the proposed project by Giroux & Associates (2013a), included as Appendix A. The project’s construction and operational emissions were calculated using the CalEEMod2013.2 computer model. The results and conclusions of the report and calculations relative to pollutant emissions are summarized herein.

a) **No Impact.** The City is located within the South Coast Air Basin (SCAB) under the jurisdiction of the South Coast Air Quality Management District (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). Projects such as South Shore II do not directly relate to the AQMP in that there are no specific air quality programs or regulations governing general development. To determine consistency between the project and the AQMP, the project must comply with all applicable SCAQMD rules and regulations, comply with all proposed or adopted control measures, and be consistent with the growth forecasts utilized in preparation of the AQMP.

For long-term operational activity, the project would not have a significant air quality impact, as defined by regional and localized daily emissions thresholds set forth by the SCAQMD (see Section 4.3.b). The project does not propose residential densities higher than is already permitted in the existing General Plan that could result in a greater increase in population and households over that contemplated in the AQMP. These increases are within the growth assumptions estimated by SCAG and, therefore, would not result in a substantial conflict with or obstruction of the AQMP.

b) **Less than Significant Impact.** The primary sources of air pollutants generated by the proposed project would be emissions associated with grading and construction activities, and operational emissions associated with residential use. Rough grading, paving, building construction, architectural coatings, and construction worker commuting activities would result in carbon monoxide (CO), reactive organic gases (ROGs), nitrogen oxides (NO<sub>x</sub>), sulfur oxides (SO<sub>x</sub>), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) emissions that could impact regional and localized air quality. Impacts to regional and localized air quality could also occur through operational emissions from vehicle use, natural gas use, landscape maintenance, consumer products, and architectural coatings, including CO, ROGs, NO<sub>x</sub>, (SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>). The SCAQMD has thresholds for emissions of each of these pollutants, as identified below.

*Thresholds and Attainment Status*

The attainment status for criteria pollutants in Western Riverside County is shown in Table 4.3.1. SCAQMD daily emissions thresholds are presented in Table 4.3.2.

Criteria Pollutant	Federal Designation	State Designation
Ozone (O <sub>3</sub> ) – 1-hour standard	N/A	Extreme nonattainment
Ozone (O <sub>3</sub> ) – 8-hour Standard	Extreme nonattainment	Nonattainment
Carbon Monoxide (CO)	Serious maintenance	Attainment
Particulate Matter 10 microns in diameter (PM <sub>10</sub> )	Serious nonattainment	Nontattainment
Particulate Matter 2.5 microns in diameter (PM <sub>2.5</sub> )	Nonattainment	Nonattainment
Nitrogen Dioxide (NO <sub>2</sub> )	Primary maintenance	Attainment
Sulfur Dioxide (SO <sub>2</sub> )	Attainment	Attainment
Sulfates	N/A	Attainment
Lead	Attainment	Attainment
Hydrogen Sulfide (H <sub>2</sub> S)	N/A	Unclassified

Source: City 2011

Pollutant	Construction	Operations
Reactive Organic Gases (ROG)	75	55
Nitrogen Oxides (NO <sub>x</sub> )	100	55
Carbon Monoxide (CO)	550	550
Particulate Matter 10 microns in diameter (PM <sub>10</sub> )	150	150
Particulate Matter 2.5 microns in diameter (PM <sub>2.5</sub> )	55	55
Sulfur Oxides ((SO <sub>x</sub> ))	150	150
Lead	3	3

Source: Giroux & Associates 2013a

*Construction Emissions Analysis*

Dust is typically the primary concern during construction of new homes and infrastructure. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions.” Fugitive dust emissions include PM<sub>10</sub> and PM<sub>2.5</sub>. Average daily PM<sub>10</sub> emissions during site grading and other disturbance average about 10 pounds per acre. This estimate presumes the use of reasonably available control measures (RACMs). The SCAQMD requires the use of best available control measures (BACMs) for fugitive dust from construction activities. With the use of BACMs, fugitive dust emissions can be reduced to one to two pounds per day per acre disturbed. A limited amount of construction activity particulate matter is in the PM<sub>2.5</sub> range. PM<sub>2.5</sub> emissions are estimated to comprise 10 to 20 percent of PM<sub>10</sub>.

The estimated construction emissions calculated for the proposed project are presented in Table 4.3.3, below.

<b>Table 4.3.3 CONSTRUCTION ACTIVITY MAXIMUM DAILY EMISSIONS (pounds per day)</b>						
<b>Maximal Construction Emissions</b>	<b>ROG</b>	<b>NOx</b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>2015</b>						
Unmitigated	7.2	79.2	52.3	0.1	21.4	12.9
Mitigated	7.2	79.2	52.3	0.1	10.3	6.8
<b>2016</b>						
Unmitigated	4.7	30.2	23.5	0.0	2.7	2.1
Mitigated	4.7	30.2	23.5	0.0	2.7	2.1
<b>2017</b>						
Unmitigated	4.3	27.9	22.7	0.0	2.5	1.9
Mitigated	4.3	27.9	22.7	0.0	2.5	1.9
<b>2018</b>						
Unmitigated	38.1	24.6	21.7	0.0	2.2	1.6
Mitigated	38.1	24.6	21.7	0.0	2.2	1.6
<i>SCAQMD Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>Exceeds Threshold?</b>	No	No	No	No	No	No

Source: Giroux & Associates 2013a

As shown in Table 4.3.3, peak daily construction activity emissions are estimated to be below SCAQMD CEQA thresholds and construction-related air quality impacts would be less than significant. Nonetheless, the project would implement the following mitigation measures to further reduce effects related to the project’s cumulative contribution to fugitive dust emissions:

**MM Air 1:** To control fugitive dust, the proposed project shall adhere to best management practices (BMPs), which include, but are not limited to, the following:

- Water, or non-toxic soil stabilizers according to manufacturers’ specifications, shall be applied to exposed soils (including unpaved parking or staging areas, unpaved road surfaces, and active construction areas) at least three times per day as required per SCAQMD Rule 403 (Fugitive Dust).
- Soil stabilizers or water shall be applied to inactive disturbed areas.
- A high wind dust control plan shall be prepared and implemented.

- All stock piles shall be covered with tarps at the end of each day or as needed.
- Water spray shall be provided during loading and unloading of earthen materials.
- In-out traffic shall be minimized from the construction zone.
- All trucks hauling dirt, sand, or loose material shall be covered and/or required to maintain at least two feet of freeboard.
- Streets shall be swept daily if visible soil material is carried out from the construction site.

**MM Air 2:** To control diesel exhaust, the proposed project shall include the following combustion emission control measures:

- Well-tuned off-road construction shall be utilized.
- The use of Tier 3 or cleaner heavy equipment shall be preferred.
- Five-minute idling limits for both on-road trucks and off-road equipment shall be enforced.

*Operational Emissions Analysis*

Project uses would generate 1,399 daily trips according to trip generation estimates provided by the project traffic consultant. Operational emissions for the proposed residential use (which assume inclusion of gas hearths rather than wood burning fireplaces) are shown in Table 4.3.4.

<b>Table 4.3.4 DAILY OPERATIONAL EMISSIONS</b>							
<b>Source</b>	<b>Operational Emissions (pounds per day)</b>						
	<b>ROG</b>	<b>NOx</b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>	<b>CO<sub>2</sub></b>
Area	6.4	0.1	12.2	0.0	0.2	0.2	2,841.0
Energy	0.1	1.3	0.5	0.0	0.1	0.1	1,609.6
Mobile	14.6	13.5	54.3	0.2	10.4	2.9	12,545.2
<b>Total</b>	<b>21.2</b>	<b>14.9</b>	<b>67.1</b>	<b>0.2</b>	<b>10.7</b>	<b>3.2</b>	<b>16,995.8</b>
<i>SCAQMD Threshold</i>	55	55	550	150	150	55	-
<b>Exceeds Threshold?</b>	No	No	No	No	No	No	NA

Source: Giroux & Associates 2013a

The project would not cause any operational emissions to exceed their respective SCAQMD CEQA significance thresholds. Note that relative to CO, the SCAQMD has demonstrated in the CO attainment redesignation request to U.S. Environmental Protection Agency (EPA) that there are no “hot spots,” i.e., locations where emission concentrations expose individuals to elevated risks of adverse health effects, anywhere in the SCAB. Project-related maximum one-hour and eight-hour CO concentrations were estimated to be 3.2 ppm and 1.1 ppm, which are well below the established standards of 20 ppm and 9 ppm, respectively. Operational emission impacts would be less than significant.

c) **Less Than Significant Impact.** The portion of the SCAB within which the project is located is designated as a non-attainment area for ozone, PM<sub>10</sub> and PM<sub>2.5</sub> under state standards, and as a non-attainment area for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> under federal standards. As described in Section 4.3.b, the project’s projected emissions would be below the applicable SCAQMD thresholds for all criteria air pollutants. Therefore, short-term construction and long-term operational emissions from the proposed project would not result in air quality impacts. Since the project is not expected to exceed the emissions thresholds set forth by the SCAQMD, it is assumed that the project and other cumulative developments would not result in a cumulatively significant impact during long-term operational

activity. Moreover, the proposed project would be required to comply with SCAQMD rules and regulations aimed at reducing construction-related pollutant emissions, including fugitive dust and other particulates, as well as reactive organic compounds and other ozone precursors found in paints and a variety of coatings.

Additionally, Section 21100(e) of CEQA, which states that “previously approved land use documents including, but not limited to, general plans, specific plans, and local coastal plans, may be used in cumulative impact analysis,” can also be considered as it relates to the subject project. The AQMP for the SCAB is the most appropriate document to use to evaluate cumulative impacts of the proposed project. This is because the AQMP evaluated air quality emissions for the entire region using a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments and sets forth a comprehensive program that would lead the region, including the project area, into compliance with all federal and state air quality standards. The project would be consistent with the development projections of the Lake Elsinore General Plan Update and the breadth of existing standards and regulations. As such, implementation of the project would not change or otherwise interfere with the regional pollutant control strategies of the AQMP. The project’s impact on cumulative levels of regional ozone or particulates is therefore less than significant.

d) **Less Than Significant Impact.** Air quality impacts are analyzed relative to those persons with the greatest sensitivity to air pollution exposure. Such persons are called “sensitive receptors.” Sensitive population groups include young children, the elderly, and the acutely and chronically ill (especially those with cardio-respiratory disease). Residential areas are considered to be sensitive to air pollution exposure because they may be occupied for extended periods, and residents may be outdoors when exposure is highest. Schools are similarly considered to be sensitive receptors. The closest existing sensitive use to the proposed project is approximately 2,400 feet to the east, within the Tuscany Hills residential community. It is possible that parts of the Spyglass Ranch and South Shore residential developments could be constructed and occupied before South Shore II is built; residents of this development would be sensitive receptors relative to impacts from the proposed project.

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level, called Localized Significance Thresholds (LSTs). LSTs represent the maximum emissions from a project that could occur, beyond which the project would cause or contribute measurably to an exceedance of the most stringent applicable federal or state ambient air quality standard. LSTs are only applicable to the following criteria pollutants: NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs are developed based on the ambient pollutant concentrations for each source area and distance to the nearest sensitive receptor, and are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital, or convalescent facility. For the proposed project, the primary source of possible LST impact would be during construction. Construction emissions are based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment. The applicable thresholds and emissions are shown in Table 4.3.5. As indicated, emissions would be below the LST thresholds for construction, and LST impacts would be less than significant.

	<b>CO</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<i>Maximum On-Site Emissions *</i>	26,693	985	193	95
<b>Site Prep</b>				
Unmitigated	43	57	18	10
Mitigated	43	57	10	7

**Table 4.3.5 (cont.)  
LST AND PROJECT EMISSIONS  
(pounds per day)**

	<b>CO</b>	<b>NOx</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<i>Maximum On-Site Emissions *</i>	26,693	985	193	95
<b>Grading</b>				
Unmitigated	51	79	12	7
Mitigated	51	79	7	5
<b>Construction</b>				
Unmitigated	19	29	2	2
Mitigated	19	29	2	2
<b>Paving</b>				
Unmitigated	14	17	1	1
Mitigated	14	17	1	1

Source: Giroux & Associates 2013a

Construction equipment exhaust contains carcinogenic compounds within diesel particulate matter (DPM). The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. For DPM exhaust emissions, adopted policies require the gradual conversion of delivery fleets to diesel alternatives, or the use of cleaner diesel engines whose emissions are demonstrated to be as low as those from alternative fuels. Similarly, off-road equipment used in construction activities also is becoming progressively cleaner every year. Because health risks from toxic air contaminants (TAC's) are cumulative over an assumed 70-year lifespan, measurable off-site public health risk from diesel TAC exposure associated with the project would occur for only a brief portion of a project lifetime, and only in dilute quantity; impacts would be less than significant. **Mitigation Measures Air Quality 1** and **Air Quality 2** would further ensure that impacts to sensitive receptors would be below a level of significance.

e) **Less than Significant Impact.** Residential land uses typically do not create objectionable odors. Objectionable odors are typically associated with agricultural and heavy-manufacturing activities. A common potential source of odor from residential development projects comes from outdoor solid waste disposal bins. In accordance with current practices, all residential waste would be disposed of in covered receptacles and routinely removed, thereby limiting the escape of odors to the open air. Therefore, the potential for the project to create objectionable odors is considered less than significant.

The project site is located directly north of the Elsinore Sanitary Landfill. The landfill was closed in 1986. A landfill gas collection and combustion system continues to operate although a substantial proportion of any biodegradable waste has long completed its decay cycle in the last 27 years since the landfill was closed. There are no known odor complaints from the existing residential community most often downwind of the closed landfill. Except for occasional technical visits to obtain water samples from four monitoring wells or maintenance to the gas collection blower or the waste gas burner, there are no activities on the landfill that would impact the surrounding community. The project would not result in objectionable odors associated with the adjacent former landfill.

## 4.4 – Biological Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

A General Biological Resources Assessment (GBRA) for the project was prepared by HELIX (2013; Appendix B) to document the existing on-site biological conditions, including a delineation of jurisdictional waters, a Riparian/Riverine and Vernal Pool habitat assessment, burrowing owl habitat assessment, and vegetation mapping, along with a general habitat assessment of the potential for sensitive species to occur on the property. The results and conclusions of the survey and report are summarized herein.

a) **Less Than Significant Impact With Mitigation Incorporated.** A summary of the status of sensitive species within the project site and vicinity, as well as potential impacts to these species, are presented below.

*Sensitive Plant Species:* Sensitive plant species are those listed as federally threatened or endangered by the U.S. Fish and Wildlife Service (USFWS); state listed as threatened or endangered or considered sensitive by the California Department of Fish and Wildlife (CDFW); included in the MSHCP as Covered Species, Non Covered Species, Criteria Area Species, and/or Narrow Endemic Plant Species; and/or are California Native Plant Species (CNPS) List 1A, 1B, or 2 species, as recognized in the CNPS's Inventory of Rare and Endangered Vascular Plants of California and consistent with the CEQA Guidelines.

There are 13 sensitive plant species, 6 of which are federally and/or state listed species, which were determined to have potential to occur in the project vicinity. A complete list of sensitive plants known to occur in the area, along with their potential to occur within the biological study area, is provided in Table 3 and Appendix A of the project GBRA. The federally listed as endangered and state listed as threatened Munz's onion (*Allium munzii*), as well as the federally listed as threatened and state listed as endangered thread-leaved brodiaea (*Brodiaea filifolia*) have a low potential to occur on site; none were observed. The remainder of the listed species does not have potential to occur on site. The project site is not within an area that requires rare plant surveys under the MSHCP. Munz's onion and thread-leaved brodiaea are covered species and no mitigation is required for potential impacts as long as the project is in compliance with the MSHCP.

*Sensitive Animal Species:* Sensitive animal species are those listed as threatened or endangered, proposed for listing, or candidates for listing by the USFWS; considered sensitive animals by the CDFW; and/or included in the MSHCP as Covered Species, Non-Covered Species, and/or Criteria Area Species. There are 26 sensitive animals with potential to occur within the study area, 3 of which were observed on site. A complete list of sensitive animals known to occur in the area, along with their potential to occur within the biological study area, is provided in Table 4 and Appendix B of the project GBRA. The coastal California gnatcatcher (*Poliophtila californica californica*) is a federally listed as threatened species, and a single individual was observed singing on the northeastern portion of the site (Figure 7). Northern harrier and loggerhead shrike are California state species of concern, and were observed in the study area. Of the remaining 23 species, although 7 are listed at the federal and/or state level, none of the listed animal species has potential to occur within the proposed impact area except the aforementioned coastal California gnatcatcher and the Quino checkerspot butterfly (*Euphydryas editha quino*). Both of these species are fully covered by compliance of the project with the MSHCP.

*Nesting Migratory Birds:* Given the location of Lake Elsinore within the City, there are a variety of birds that migrate seasonally through the City on the Pacific flyway, as well as certain birds that permanently reside locally. Pursuant to the Migratory Bird Treaty Act (MBTA), development of the proposed project could disturb or destroy active migratory bird nests if ground disturbance occurs during the identified breeding season (between February 15 and August 31). Disturbance to or destruction of migratory bird nests are in violation of the MBTA and are, therefore, considered to be a potentially significant impact. Implementation of **Mitigation Measure Biology 1** would ensure that potential impacts to birds protected under the MBTA and California Fish and Game Code are avoided during project construction.

**MM Biology 1:** Clearing and grubbing shall occur outside of the bird breeding season (February 1 to August 31), unless a qualified biologist demonstrates to the satisfaction of the City that all nesting is complete through completion of a Nesting Bird Clearance Survey. A Nesting Bird Clearance Survey report shall be submitted to the City for review and approval prior to initiating clearing and grubbing during the breeding season.

b) **Less Than Significant Impact With Mitigation Incorporated.** Sensitive natural communities include land that supports unique vegetation communities or the habitats of rare or endangered species or subspecies of



**Vegetation and Sensitive Resources/Grading Plan**

SOUTH SHORE II

Figure 7

animals or plants as defined by Section 15380 of the CEQA Guidelines. As depicted on Figure 7, the biological study area supports three vegetation communities, including Riversidean sage scrub, non-native grassland, and disturbed habitat. Riversidean sage scrub comprises over 90 percent of the study area (66.8 acres). Approximately 0.4 acre of non-native grassland occurs on the project site (Table 4.4.1; Figure 7). The disturbed habitat mapped on site consists of dirt roads, and totals approximately 4.5 acres in the project area (Table 4.4.1; Figure 7).

As shown in Table 4.4.1, the proposed project would result in 55.2 acres of vegetation impacts comprised of 50.8 acres of Riversidean sage scrub, 0.4 acre of non-native grassland, and 4.0 acres of disturbed habitat (Figure 7). Approximately 16.5 acres of habitat would be preserved on site.

<b>Habitat</b>	<b>Impacts (ac)</b>	<b>Avoided/Conserved (ac)</b>	<b>Total (ac)</b>
Riversidean sage scrub	50.8	16.0	66.8
Non-native grassland	0.4	0	0.4
Disturbed habitat	4.0	0.5	4.5
<b>TOTAL</b>	<b>55.2</b>	<b>16.5</b>	<b>71.7</b>

Source: HELIX 2013

Impacts to disturbed habitat and non-native grassland would be less than significant because of the small area of impact. Impacts to Riversidean sage scrub would be considered significant. Implementation of **Mitigation Measure Biology 2** would reduce potential construction-related impacts to Riversidean sage scrub to less than significant levels.

**MM Biology 2:** Impacts to Riversidean sage scrub shall be mitigated through payment of the MSHCP Local Mitigation Development Fee. The MSHCP Local Mitigation Development Fee in the amount of \$1,938 per dwelling unit must be paid at the time a certificate of occupancy is issued for the residential unit or development project or upon final inspection (whichever occurs first).

c) **No Impact.** No federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) occur within the project area. The jurisdictional delineation revealed that no habitat or water features jurisdictional to USACE or CDFW occur within the project area. No impacts to jurisdictional waters would occur.

d) **Less Than Significant Impact With Mitigation Incorporated.** According to the City of Lake Elsinore General Plan Update EIR, there are numerous identified or potential wildlife movement corridors located within the City, especially where development is sparse and open space or ephemeral watercourses are available. In addition, the City provides forage and nesting sites for both locally common and rare birds species and migrating birds covered by the MBTA. The project site has the potential to function as a wildlife corridor. The conserved habitat along the northern and eastern boundaries of the project would allow for continued wildlife movement. Implementation of **Mitigation Measure Biology 1** would ensure that potential impacts to birds protected under the MBTA and California Fish and Game Code are avoided during project construction, and impacts to wildlife corridors would be less than significant.

e) **No Impact.** The City of Lake Elsinore has a palm tree preservation program (City Ordinance 1044); however, no palm trees covered under the ordinance occur on site. The City does not have any other local policies protecting biological resources. Therefore, no impact would occur.

f) **Less Than Significant Impact.** The Western Riverside County MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and associated habitats in western Riverside County. The MSHCP serves as a HCP pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973, as amended, as well as a Natural Communities Conservation Plan (NCCP) under the NCCP Act of 2001. The MSHCP will result in a MSHCP Conservation Area in excess of 500,000 acres and focuses on conservation of 146 species.

On June 22, 2004, the USFWS approved the Section 10(a)(1)(B) permit and a Natural Community Conservation Planning permit was issued by the CDFW. These permits provide take authorization for those species listed as threatened or endangered and identified in the permits as “Covered Species Adequately Conserved.” Take of habitat for bird species is also permitted. The City is a participating entity and permittee of the Western Riverside County MSHCP.

The MSHCP establishes “Criteria Area” boundaries in order to facilitate the process by which properties are evaluated for inclusion in the MSHCP Conservation Area. The Criteria Area is an area significantly larger than what may be needed for inclusion in the MSHCP Conservation Area, within which property will be evaluated using MSHCP Conservation Criteria. The Criteria Area is an analytical tool that assists in determining which properties to evaluate for acquisition and conservation under the MSHCP. The proposed project site is located with Subunit 5 (Ramsgate) of the Elsinore Area Plan of the MSHCP. The project site is located within an area that has been previously reviewed with respect to the MSHCP prior to the implementation of the MSHCP. The review was conducted in anticipation of the approval of the MSHCP and to provide the City with the preliminary findings of project consistency with the MSHCP (Sauls Company and HELIX, 2004). The project was found to be consistent with the conservation goals of the MSHCP and no conservation was required on the project site. An application has been submitted under the Lake Elsinore Acquisition Process to confirm this conclusion.

The project proposes impacts to 55.2 acres of habitat that occurs within MSHCP Criteria Cell 4459 of Cell Group B’, the western cell of the two-cell group (Figure 4). The Cell Group criteria state that 70 to 80 percent of the Cell Group is targeted for conservation focusing on the western portion of the Cell Group, which allows for impacts to 20 to 30 percent. As the project would result in impacts to 17 percent of the western portion of the Cell Group, project design would ensure compliance with the conservation goals of the Cell Group. The proposed project would conserve 16.5 acres of land that is contiguous with remaining 155.5 acres of undeveloped land on the central portion of the Cell Group. Moreover, a majority of the eastern portion of the Cell Group would be available to contribute to the MSHCP reserve. Impacts to MSHCP Criteria Cells would be less than significant.

## 4.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A Phase I Cultural Resources Assessment was prepared by John Minch and Associates, Inc. (JMA) to identify all potentially significant cultural resources within the project study area (2013a; Appendix C). A Preliminary Paleontological Survey was prepared by JMA to determine if the project would adversely affect paleontological resources (2013b; Appendix D). The cultural and paleontological resources study areas include the project site and land within a one-mile radius of the project boundary. The results and conclusions of these surveys and reports are summarized herein.

a) **Less Than Significant Impact.** Historical background research and a pedestrian survey were conducted as part of the Phase I Cultural Resources Assessment for the project. Historical research was based on published literature in local and regional history and historic maps of the project vicinity. Review of historic maps of the Lake Elsinore area indicated that the project site has historically been comprised of vacant land and is relatively low in sensitivity for cultural resources from the historic period. The Phase I records search indicated that the project property had not been previously surveyed for cultural resources and no historic resources have been previously recorded on site. No properties listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmarks (CHL), or California Point of Historical Interest (CPHI) have been recorded within a one-mile radius of the project. Two historic buildings listed on the California State Directory of Properties that have been previously evaluated for historical significance were identified within the cultural resources study area. One is a Colonial Revival house that was constructed in 1926. This property is located approximately 0.75 mile southwest of the project site, and was assigned a California Historic Resources Status Code of 5, “Properties Recognized as Historically Significant by Local Government.” The second historic building, located approximately 0.66 mile west of the project’s western boundary, is a Mediterranean/Spanish-style, 6,500-SF residence with equestrian uses constructed in 1930. This property was assigned a California Historic Resource Status Code of 4, “Appears Eligible for National Register (NR) or California Register (CR) through other evaluation.” No unrecorded historical resources were identified within the project boundaries.

As demonstrated in the Phase I Cultural Resources Assessment, no historical resources exist within or adjacent to the project area, and thus the project as currently proposed would not cause a substantial adverse change to

any known historical resources. No further cultural resources investigation is necessary for the proposed project. Therefore, impacts to historic resources would be less than significant.

b) **Less Than Significant Impact With Mitigation Incorporated.** A records search conducted at the Eastern Information Center at the University of California, Riverside, did not identify any prehistoric resources within the project site. No prehistoric resources were identified during the field study conducted at the project site.

Outside of the project study area, a total of 13 cultural resources studies have been conducted within a one-mile radius, covering approximately 75 percent of the surrounding area. Four archaeological sites have been documented within a one-mile radius of the project site. These sites include:

- Three man-made rock piles and two pits, with artifacts including flakes, a hammerstone, and a scraper;
- A large lithic scatter originally considered to be associated with a quarry site with artifacts including producing tool blanks or percussion tools, but further identified as the result of the decomposition of the naturally occurring shale and slate that cover the ridge top near which the site is located;
- A second lithic scatter also identified to be the result of naturally decomposing slate; and
- A concentration of over 140 soldered-dot cans, 4 glass bottle bases, 3 bottle rims, and one porcelain saucer fragment located within an area measuring 38 by 8 feet, and believed to post date 1945.

A search of the Native American Heritage Commission (NAHC) Sacred Lands File indicated that no sacred Native American sites have been recorded within the project site; however, there are Native American cultural sites that have been identified on the land adjacent to the project site. In order to learn more about the potential archaeological sensitivity of the project site, letters of inquiry were sent to 14 Native American individuals and groups from the consultation list provided by the NAHC for the project. The three responses received to date were from the Pechanga Band of Luiseño Indians, Rincon Band of Luiseño Indians, and Soboba Band of Luiseño Indians.

The Pechanga Band indicated that the project site is within a sensitive region of Luiseño territory containing multiple villages and a Traditional Cultural Property, and is located less than three miles from Pechanga Reservation lands. The Pechanga Band has requested (1) notification of the start of the entitlement process; (2) copies of all archaeological reports, site records, proposed grading plans, and environmental documents; (3) consultation with the City (including regarding the treatment and disposition of artifacts, if found); and (4) monitoring by a Riverside County qualified archaeologist and a professional Pechanga Tribe monitor during earthmoving activities.

The Rincon Band noted that the project site is not located within Rincon's historic boundaries, and recommends consultation with the Pechanga and Soboba Bands of Luiseño Indians who are closer to the project site. They also recommend a Native American monitor be present during any and all ground disturbing activities.

The Soboba Band indicated that the project site is located within the boundary of the Luiseño Tribal Traditional Use Areas. The Soboba Band requested (1) additional consultation; (2) information regarding the progress of the project; (3) inclusion of Native American monitor(s) during ground disturbance, including surveys and archaeological testing; and (4) that proper procedures detailed in the letter are taken to honor the Tribe's requests.

According to the findings of the Phase I Cultural Resources Assessment, the chance of finding an unknown archaeological resource on site is unlikely; however, the following mitigation measures would be implemented to ensure that impacts to unknown archaeological resources would be less than significant:

**MM Cultural 1:** Prior to issuance of grading permit(s) for the project, the project applicant shall retain an archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.

**MM Cultural 2:** At least 30 days prior to seeking a grading permit, the project applicant shall contact the appropriate Native American Tribal Representative (Representative) to notify the Representative of the initiation of grading, excavation and the monitoring program, and to coordinate with the City of Lake Elsinore and the Representative to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the responsibilities and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites and human remains discovered on the site.

**MM Cultural 3:** Prior to issuance of any grading permit, the project archaeologist shall file a pre-grading report with the City and County (if required) to document the proposed methodology for grading activity observation. Said 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 Cultural 2, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the Appropriate Tribe 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 groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist.

**MM Cultural 4:** The landowner or its authorized representative shall agree to return all cultural resources, including Native American ceremonial and cultural artifacts, burial goods and all archaeological artifacts that are found on the project site to the Appropriate Tribe for proper treatment and disposition. The landowner or its authorized representative shall agree to waive any and all claims to ownership of Native American ceremonial and cultural artifacts that may be found on the project site within a reasonable time period agreed to by the parties involved, not to exceed 30 days from the initial recovery of items.

**MM Cultural 5:** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

c) **No Impact.** As identified on the Geologic Map of Lake Elsinore 7.5-minute Quadrangle, Riverside County, California (Morton and Webber 2003), the property is underlain by metasedimentary and granitic rocks that are part of the granitic/metamorphic basement complex of the Peninsular Ranges. The granitic rocks consist of hornblende gabbro and granodiorite. The metasedimentary rocks consist of mostly slate and phyllite that were recrystallized and deformed by the intrusion of granitic rocks. These formations are non-fossiliferous and have no potential to contain paleontological resources. A small patch of sedimentary rocks on the project site is mapped as Qog. These Older Quaternary Alluvium and Older Terrace Deposits are considered to have a low potential for the discovery of paleontological resources as they are too young geologically to contain significant fossils.

A field survey of the project site was conducted by JMA in June 2013. The walkover and inspection of exposures on the project site did not result in the discovery of any fossils on the site. No published fossil localities are known to exist on the project site. As such, no impacts to paleontological resources would occur.

d) **Less Than Significant Impact With Mitigation Incorporated.** The project is not located on or adjacent to a known formal or informal cemetery. No impacts to human remains, including those interred outside of formal cemeteries are anticipated. In the unlikely event that unknown human remains are uncovered

during project construction, the following mitigation measure, pursuant to California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, would ensure that the project's impacts would be less than significant.

**MM Cultural 6:** In the event that human remains are encountered during the course of the project, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur at the location of the find until the Riverside County Coroner has been notified and made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5079.98, 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 prehistoric, the Coroner shall notify the Native American Heritage Commission, which shall determine and identify a Most Likely Descendant (MLD). The MLD shall complete inspection of the find within 24 hours of notification by the NAHC. The MLD shall consult with the landowner or its authorized representative as to possible scientific removal and analysis of the human remains and reburial protocols as provided in Public Resources Code 5097.98.

Implementation of this mitigation measure, in addition to **Mitigation Measures Cultural 1** through **Cultural 5**, would ensure that impacts to buried remains would be less than significant.

## 4.6 – Geology and Soils

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section is based on the geotechnical evaluation prepared for the proposed project by GeoTek, Inc. (2013a), included as Appendix E. This evaluation included field exploration and sample collection, laboratory testing, and aerial photograph and literature review. The results and conclusions of the geotechnical evaluation are summarized herein.

a.i) **Less Than Significant Impact.** The geologic structure of the entire southern California area is dominated mainly by northwest-trending faults associated with the San Andreas system. While the project site is located in seismically active region, it is not located within an Alquist-Priolo Earthquake Fault Zones or Special Studies Zone. No County of Riverside designated fault or fault zones have been designated or are known to exist on the site. No active or potentially active fault is known to exist at this site or in the immediate vicinity. The closest known fault, the Elsinore fault zone, is located several miles west of the project site. Therefore, the potential for a rupture of a known earthquake fault impacting the proposed project site is less than significant.

a.ii) **Less Than Significant Impact.** As with most of the southern California region, the project site may be subject to strong seismic ground shaking. Ground shaking can vary greatly due to the variation in earth properties. While the closest known fault, the Elsinore fault zone, is located several miles west of the project site, an earthquake along active fault zones could result in severe ground shaking and consequently cause injury and/or property damage in the project vicinity. This could potentially result in significant impacts to the proposed residential development. The project design, however, would incorporate applicable measures and guidelines from the International Building Code (IBC; International Conference of Building Officials 2012) and California Building Code (CBC; California Code of Regulations, Title 24, Part 2) in preparation of the final grading plan, erosion control plan, and final geotechnical report, as applicable. These regulations are designed to ensure the safety of newly constructed structures and alterations to existing structures, as well as protect building occupants and limit the damage sustained by buildings during seismic events. The referenced guidelines, while not comprising formal regulatory requirements per se, are widely accepted by regulatory authorities and are regularly included in related standards such as municipal building and grading codes. Use of these requirements is further supported by policies in the General Plan. Application of these codes and policies would ensure that impacts to residential development due to strong seismic ground shaking would be less than significant.

a.iii) **Less Than Significant Impact.** Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly the medium sand to silt range) are located over a high groundwater table. Affected soils lose all strength during liquefaction and foundation failure can occur.

According to the geotechnical evaluation prepared for the project, the potential for liquefaction and associated settlement on the project site is considered low since on-site undocumented fill soils, alluvium, and colluvium would be removed or recompacted, and the underlying materials are relatively dense (GeoTek 2013a). Additionally, the groundwater depth within the project site and vicinity is expected to be well over 100 feet below natural ground surface elevations. Impacts associated with liquefaction would be less than significant.

a.iv) **Less than Significant Impact.** Evidence of ancient landslides or slope instabilities within the vicinity of the project site were not documented as part of the project geotechnical assessment (GeoTek 2013a). Additionally, given the absence of active faults in the project area, the potential for seismically induced landslides is low. While no landslides have been identified on the project site, near surface slope instabilities may occur. Implementation of existing CBC and City practices and policies related to landslides during the environmental review process would assure that appropriate design measures are incorporated where necessary. Implementation of these existing regulations and policies would ensure that potential landslide impacts would be less than significant.

b) **Less Than Significant Impact With Mitigation Incorporated.** During construction, there is the potential to expose surficial soils and alluvium on site to wind and water erosion due to the looseness of the soils and lack of soil cohesion. Wind erosion is required to be minimized through soil stabilization measures required by SCAQMD Rule 403 (Fugitive Dust), such as daily watering. This would include implementation of

**Mitigation Measure Air Quality 1**, described in Section 4.3.b, above. Water erosion would be prevented through the City's standard erosion control practices required pursuant to the CBC and the NPDES, such as silt fencing or sandbags. Impacts related to soil erosion would be less than significant with implementation of existing regulations and project mitigation measures.

c) **Less Than Significant Impact.** Impacts related to liquefaction and landslides are discussed above in Section 4.6.a. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures. As the potential for liquefaction on site would be low, impacts related to lateral spreading would be less than significant.

As discussed in Section 4.6.a.iii, the project would be subject to less than significant impacts from liquefaction and other settlement hazards due to the requirement for geotechnical engineering and soils reports for future development. The project geotechnical evaluation notes that while the County has designated a portion of the project site as being susceptible to subsidence, the susceptibility to subsidence is an issue that affects large regions within Riverside County and no site specific designation constraints are generally imposed by this designation. The project site is almost entirely underlain by hard bedrock, and all "soft" sediments are recommended to be completely removed as part of remedial site earthwork. The project would incorporate standard engineering techniques, as appropriate, to guard against seismic-related hazards. The potential for impacts from subsidence is less than significant.

d) **Less Than Significant Impact.** Expansive soils are generally high in clays or silts that shrink or swell with variation in moisture. Expansive (or shrink-swell) behavior is attributable to the water-holding capacity of clay minerals and can adversely affect the structural integrity of facilities including underground pipelines. According to the geotechnical analysis prepared for the project (GeoTek 2013a), the project site is characterized by metasedimentary and granitic bedrock covered with a variable thickness layer of colluvial and/or alluvial materials. The majority of on-site soils are classified as very low or low expansive soils. Accordingly, substantial risks to life or property resulting from expansive soils are not anticipated and impacts would be less than significant.

e) **Less Than Significant Impact.** The City has been developed with urban uses for many years, and a sewer system has been integrated into the infrastructure of much of the City. The proposed project would connect to the sewer system proposed to be constructed by the Spyglass Ranch project and therefore would not require an alternative wastewater disposal system. No impact would occur.

## 4.7 – Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This section is based on the Air Quality and GHG Impact Analyses report prepared for the proposed project by Giroux & Associates (2013a), included as Appendix A. The project’s construction and operational emissions were calculated using the CalEEMod2013.2 computer model. The results and conclusions of the report and calculations relative to GHG emissions are summarized herein.

a) **Less Than Significant Impact.** Global climate change refers to changes in average climatic conditions on Earth as a whole. Greenhouse gases (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 (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), ozone, and water vapor. For purposes of planning and regulation, Section 15364.5 of the California Code of Regulations defines GHGs to include CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (SF<sub>6</sub>). 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.

SCAQMD established a working group to develop an interim significance threshold for GHG emissions under CEQA. On December 5, 2008 the SCAQMD Governing Board adopted an interim quantitative GHG significance threshold for industrial projects (where SCAQMD is the lead agency; e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO<sub>2</sub> equivalent (CO<sub>2</sub>e) emissions<sup>1</sup> per year. In September 2010, the Working Group released revisions, which recommended a threshold of 3,500 MT CO<sub>2</sub>e for residential projects. This 3,500 MT per year recommendation is used as a guideline for this analysis. This threshold is used for both short- and long-term project-related GHG emissions, which are analyzed below.

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<sup>1</sup> The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential. The global warming potential is the potential of a gas or aerosol to trap heat in the atmosphere, and is expressed as a function of how much warming would be caused by the same mass of CO<sub>2</sub>. For instance, CH<sub>4</sub> has a global warming potential of 21, meaning that 1 gram of CH<sub>4</sub> traps the same amount of heat as 21 grams of CO<sub>2</sub>.

### *Short-term Construction Activity GHG Emissions*

Greenhouse gas emissions would be released by equipment used for demolition, grading, paving, and other building construction activities. GHG emissions also would result from worker and vendor trips to and from project sites and from demolition and soil hauling trips. Construction activities are short-term and cease to emit GHGs upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project GHG inventory.

A construction period of slightly less than four years was used for the CalEEMod calculations of GHG emissions relative to project construction activities. Approximately 1,570.1 MT CO<sub>2</sub>e would be emitted over the four-year construction period, as shown in Table 4.7.1, below. The amortized CO<sub>2</sub>e emissions would be 52.3 MT per year.

<b>Year</b>	<b>CO<sub>2</sub>e Emissions (MT)</b>
2015	549.5
2016	430.0
2017	421.0
2018	170.5
<b>Total</b>	<b>1,570.1</b>
<b>Amortized</b>	<b>52.3</b>

Source: Giroux & Associates 2013a

### *Long-term Operational GHG Emissions*

Once the proposed project is constructed, continuous GHG emissions would result from mobile, area, and other operational sources. Area sources, including architectural coating, consumer products, fireplaces, landscaping, and other sources, would result primarily in emissions of CO<sub>2</sub>. Energy utilization (i.e., electricity and natural gas) and water consumption also would result primarily in emissions of CO<sub>2</sub>. Mobile sources, including vehicle trips to and from the project site, would result primarily in emissions of CO<sub>2</sub>, with minor emissions of CH<sub>4</sub> and N<sub>2</sub>O. Disposal of solid waste would result in emissions of CH<sub>4</sub> from the decomposition of waste at landfills, coupled with CO<sub>2</sub> emission from the handling and transport of solid waste. These sources combine to define the long-term GHG emissions for the project.

The total operational and annualized construction emissions are identified in Table 4.7.2, below.

<b>Table 4.7.2 OPERATIONAL GREENHOUSE GAS EMISSIONS</b>	
<b>Consumption Source</b>	<b>CO<sub>2</sub>e Emissions (MT/year)</b>
Area Sources	34.5
Energy Utilization	590.8
Mobile Source	1,971.4
Solid Waste Generation	78.3
Water Consumption	67.0
Annualized Construction	52.3
<b>Total</b>	<b>2,794.3</b>
<i>Significance Threshold</i>	<i>3,500</i>

Source: Giroux & Associates 2013a

Total annual project GHG emissions would be approximately 2,794.3 MT per year, less than the significance threshold of 3,500 MT. GHG emissions impacts for the proposed project would be less than significant.

b) **Less Than Significant Impact With Mitigation Incorporated.** The City has adopted a Climate Action Plan (CAP) that identifies the City’s baseline and forecasted GHG emissions and provides GHG emission reduction strategies and measures to reduce the City’s proportionate share of statewide emission reduction targets identified in Assembly Bill (AB) 32 and Executive Order S-3-05. The CAP incorporates all the applicable GHG plans, programs and policies; as such, project consistency with the CAP would ensure consistency with all applicable state and local GHG emissions reduction requirements.

The CAP identifies a combination of state-level regulations and local strategies and measures in the focus areas of Transportation and Land Use, Energy, Solid Waste, and Public Education and Outreach. Each focus area includes emissions reduction strategies with a series of implementation measures. Measures define the programs, policies, and projects that the City will implement to accomplish its reduction targets. Each measure is presented with its GHG emissions reduction potential, performance criteria to track progress, and estimated implementation costs and savings.

The CAP is not intended to be a mechanism to limit planned growth, but rather to minimize the carbon footprint of that growth through reasonably available control measures. CAP consistency is evaluated for an individual project based on the following criteria:

1. Is the project consistent with the General Plan land use designation?
2. Is the project consistent with the General Plan population and employment projections for the site, upon which the CAP modeling is based?
3. Does the project incorporate the applicable CAP measures as binding and enforceable components of the project? Until these measures have been formally adopted by the City and incorporated in to applicable codes, the requirements must be incorporated as mitigation measures applicable to the project (CEQA Guidelines, Section 15183.5(b)(2)).

The General Plan land use designation for the proposed project site is Low-Medium Density Residential, which allows for a density of between 1 to 6 dwelling units per acre. The project proposes 147 single-family detached residential units to be constructed on approximately 44 acres of the site, or approximately 3.3 dwelling units per

acre, which would be within the density allowance of the designated land use. Land use consistency is further detailed in Section 4.10.b, below.

The following measures, adapted from the GHG emission reduction strategies provided in the CAP Implementation Plan, would be incorporated into project design to achieve consistency with the CAP:

**MM GHG 1:** The project shall provide pedestrian infrastructure, including sidewalks along new streets, that provides connections to existing and/or proposed adjacent uses.

**MM GHG 2:** The project shall provide connectivity to area wide bikeway networks.

**MM GHG 3:** The project shall provide 15-gallon non-deciduous, umbrella-form trees in strategic locations around buildings, as shade for parking lot and street pavement, and on landscaped slopes or at the future park site.

**MM GHG 4:** The project shall construct new homes to exceed the California Energy Code requirements by 15 percent, based on the 2008 Energy Efficiency Standards as a baseline.

**MM GHG 5:** The project shall comply with the City's Uniform Building Code requirements to reduce indoor water consumption by 30 percent from the existing default baseline.

With incorporation of these measures into project design, the proposed project would be consistent with the CAP, and thus would not conflict with applicable plans, policies, or regulations adopted to reduce GHG emissions. A less than significant impact would occur.

## 4.8 – Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by GeoTek (2013b) to identify and evaluate actual and potential environmental conditions within the project site and vicinity. The assessment included site reconnaissance, review of geologic and hydrogeologic settings, an environmental database search to identify documented “hazardous waste” facilities within 0.5 to 1 mile of the project site

(depending on the search), and a review of historical records to assess historical land use and indications of potential contamination or sources of contamination within the project site. The results and conclusions of the assessment are summarized herein.

a) **Less Than Significant Impact.** Residential development is not expected to require the manufacturing, use, transportation, disposal, or storage of dangerous quantities of hazardous materials. Residential uses do not generate hazardous wastes or emissions, except for very small quantities of typical household cleaning agents, automotive maintenance products, paints, pesticides, and herbicides. The proposed project would not conflict with any hazardous materials regulations or create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

During construction, the proposed project would involve the use and/or generation of materials including fuels (gasoline and diesel), equipment fluids (oils and antifreeze), concrete, cleaning solutions, solvents, adhesives, human waste, and chemical toilets within the construction site, on an as-needed basis. In addition, workers would commute to and from the project site via private vehicles, and would operate construction vehicles and equipment within the project site. While the potential exists for indirect impacts to human health and biological resources from accidental spills of small amounts of hazardous materials, the proposed project would follow existing federal and state standards that regulate the handling, storage and transport of these materials and a less than significant impact would occur.

b) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project is located adjacent to proposed residential development that could be impacted by a hazardous material spill or release during project construction, creating a potential hazard to people and the environment. As discussed below in Section 4.9.a, however, the proposed project would comply with state and local NPDES regulations, which would ensure that necessary BMPs and best available technology would be developed and implemented to reduce or eliminate this potential hazard. **Mitigation Measure Hazards 1** would ensure that potential impacts from the potential accidental release of hazardous materials would be less than significant.

**MM Hazards 1:** All spills or leakage of petroleum products during construction activities shall immediately be contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulation regarding cleanup and disposal of the contaminant released. The contaminated waste shall be collected and disposed of at an appropriately licensed disposal or treatment facility.

c) **No Impact.** The proposed project consists of residential development located at least a mile from any existing or proposed schools. As a result, no impact related to handling or emissions of hazardous materials near a school would occur.

d) **No Impact.** According to the records and database searches conducted as part of the Phase I ESA, no listed sites that would result in significant hazard to the public or the environment are located within the project site or vicinity. The former Elsinore Sanitary Landfill, located adjacent to the southeast side of the project site, operated from 1953 to 1971 as a city operated burn dump, at which time the site was converted to a County operated disposal area and was permitted to receive class three wastes. The landfill is reported to have received and disposed of approximately 1.10 million tons of refuse. The site stopped accepting waste on October 31, 1986. Closure construction, including the final cap, was completed in November of 1992. A gas collection system was completed in 1993, and final closure certification was completed in 1994.

According to a report by the County of Riverside Waste Management Department (2012), contamination of groundwater was not detected above the established limits, except for downgradient of the landfill in one monitoring well location, where a substance called Dichlorobenzene was detected. Additionally, there was a 500-gallon diesel tank located along the west side of the former Elsinore Sanitary Landfill site that was removed

on February 6, 1991. Some evidence of surface spillage was found around the tank, but the contaminated soils were “approved” and used within the foundation layer portion of the closure cap for the landfill. Based on the location of this landfill (down groundwater gradient) from the project site, and the limited nature of the reported contamination, this landfill is not considered a concern to the project site. No impact would occur.

e) **No Impact.** The proposed project is not located within an airport land use plan or within two miles of a public airport. The nearest public airports are Perris Valley Airport located approximately 7 miles to the northeast, Hemet-Ryan Airport located approximately 12 miles to the east, and French Valley Airport located approximately 12 miles to the southeast. No impact would result from any public airport.

f) **No Impact.** The proposed project is not located within the vicinity of a private airstrip. The nearest private airstrip, Skylark Field, is located approximately three miles from the project site. No impact would result from any private airstrip.

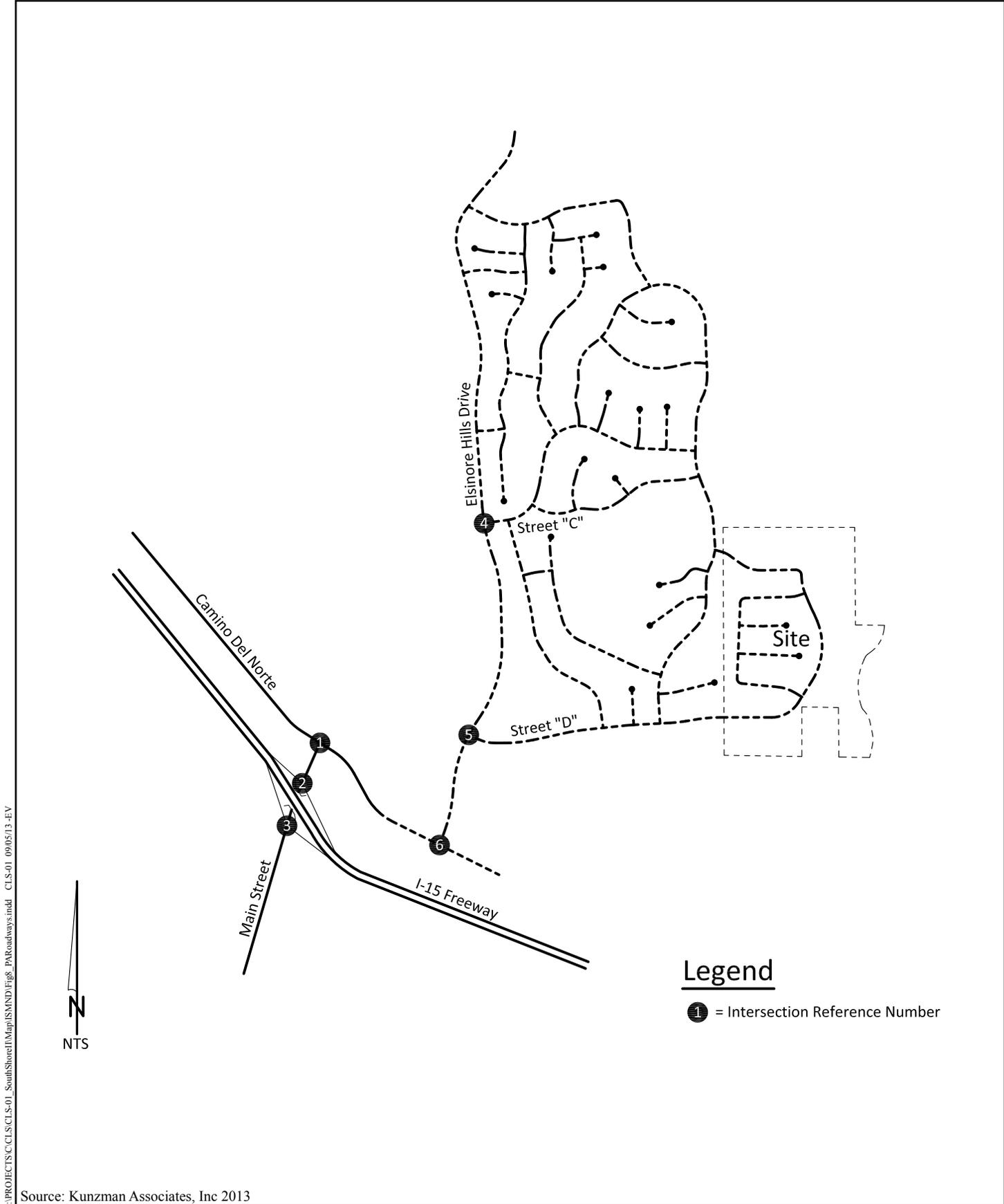
g) **Less Than Significant Impact.** The proposed project would not change or interfere with the emergency response plans of the City and the project components do not propose any alteration to vehicle circulation routes that could interfere with such plans. No impact would occur.

h) **Less Than Significant Impact With Mitigation Incorporated.** A large portion of the City, including the project site, is located within a Very High Fire Hazard Severity Zone (FHSZ) pursuant to the latest maps prepared by the California Department of Forestry and Fire Protection (CALFIRE). The site and surrounding areas support vegetation that serves as a prime fuel source for wildfire, and the wildfire susceptibility in this area is defined as very high. The steep terrain in these areas also contributes to rapid spread of wildfire, when one occurs. Development of adjacent property with residential, commercial or light industrial uses, however, would eliminate the natural areas adjacent to the proposed project in those areas. The proposed project would have primary and secondary fire access to the proposed Elsinore Hills Road via Street “C” and Street “D” through the adjacent Spyglass Ranch residential development (Tract 35337), which would ultimately connect to I-15 via Camino Del Norte and Main Street (Figure 8). Until such time as the surrounding areas are developed, **Mitigation Measure Hazards 2** would reduce impacts from potential fire hazards, as identified in the City of Lake Elsinore General Plan, to less than significant levels.

**MM Hazards 2:** Prior to the issuance of building permits, the applicant shall comply with the following:

- The project applicant shall participate in the Development Impact Fee program, as adopted by the City of Lake Elsinore, to the extent applicable.
- All water mains and fire hydrants shall be constructed in accordance with Riverside County Ordinance No. 460 and/or No. 787.1
- The project shall provide an alternate or secondary access. Before combustible materials are brought to the site, the applicant shall provide two points of access acceptable to the Riverside County Fire Department.

In addition to implementation of the above measure, the project would comply with CBC requirements for fire protection in areas prone to wildfires, in particular Section 701A that requires construction with fire resistant materials and methods to minimize property damage. Fire protection services would also continue to be provided for residences in the City and is further discussed in Section 4.14. With the implementation of existing building code requirements and adequate fire protection services, impacts from wildfire on the proposed residential development would be less than significant.



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Source: Kunzman Associates, Inc 2013

## Project Area Roadways

SOUTH SHORE II

Figure 8

## 4.9 – Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section is based on a Preliminary Hydrology Study and Preliminary Project Specific Water Quality Management Plan prepared by K&A Engineering, Inc. (2013a and 2013b; Appendix G and H, respectively). The results and conclusions of these documents are summarized herein.

a) **Less Than Significant Impact.** The proposed project site is located within the San Jacinto River Basin Sub-Watershed of the Santa Ana River Watershed. The site currently is undeveloped with three major drainages that generally flow from northeast to southwest. Section 303(d) of the Federal Clean Water Act (33 U.S. Code 1250, *et seq.*, at 1313(d)) requires states to identify and list waters that do not meet water quality standards after applying certain required technology-based effluent limits (impaired water bodies). The list is known as the Section 303(d) list of impaired waters. The proposed project is an indirect tributary to 303(d) listed water bodies, as shown in Table 4.9.1. Receiving waters that the project site is tributary to are shown in order from upstream to downstream.

**Table 4.9.1  
RECEIVING WATERS AND 303(d) IMPAIRMENTS**

Receiving Waters	USEPA Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
Lake Elsinore	Nutrients, Unknown Toxicity, PCBs	REC1, REC2, WARM, WILD	Not a RARE water body
San Jacinto River Reaches 1-4	None	Intermittent-MUN, AGR, GWR, REC1, REC2, WARM, WILD	Not a RARE water body
Temescal Creek	None	REC1, REC2, WARM, Intermittent-ARG, RARE, GWR, WARM	17 miles
Santa Ana River Reach 3	Pathogens	ARG, GWR, REC1, REC2, WARM, WILD, RARE, SPWN	18 miles

Notes:

*Contact Water Recreation (REC-1):* Includes water used for recreational activities involving body contact with water where ingestion of water is reasonably possible. Specific uses may include swimming, waterskiing, skin diving, scuba diving, surfing and fishing.

*Non-contact Water Recreation (REC-2):* Includes water used for recreational activities with proximity to water but typically no body contact, where ingestion of water is reasonably possible. Specific uses may include picnicking, sunbathing, hiking, beachcombing, camping, boating and hunting.

*Warm Freshwater Habitat (WARM):* Includes uses of water that support warm water ecosystems, including the preservation or enhancement of aquatic habitats, fish and wildlife.

*Wildlife Habitat (WILD):* Includes uses of water that support terrestrial ecosystems, including the preservation or enhancement of terrestrial habitats, wildlife and related food/water sources.

*Rare, Threatened, or Endangered Species (RARE):* Includes habitats necessary, at least in part, for the survival and successful maintenance of plant and animal species established under state or federal law as rare, threatened, or endangered.

*Spawning, Reproduction and/or Early Development (SPWN):* Includes waters that support high quality habitats used for fish reproduction and/or early development.

*Municipal and Domestic Supply (MUN):* Includes uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.

*Agricultural Supply (AGR):* Includes uses of water for farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.

*Ground Water Recharge (GWR):* Includes uses of water for natural or artificial recharge of ground water for purposes of future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.

Source: K&A 2013b

Project water quality treatment and conveyance is to be provided in accordance with NPDES requirements to be implemented per the RWQCB standards and guidelines for the Santa Ana Watershed. The proposed project also would be subject to the State's General Permit for Storm Water Discharges Associated with Construction Activities and would be required to comply with conditions for new development that are identified through the City of Lake Elsinore and the Riverside County Flood Control and Water Conservation District's implementation of their Municipal Separate Stormwater Sewer System (MS4) Permit. A Stormwater Pollution Prevention Plan (SWPPP) that includes construction BMPs would be prepared prior to construction in order to minimize potential impacts to water quality during construction. A Preliminary Water Quality Management Plan has been prepared for the project that details how the proposed project would comply with these regulations during operation. Post-construction BMPs are included for compliance with the state and local regulations, as detailed below.

The pollutants of concern for the proposed project are sediment, nutrients, trash and debris, oxygen demanding substances, bacteria and viruses, oil and grease, and pesticides. Since one of the waterways that the project would contribute to, Santa Ana River Reach 3, is on the 303(d) list for pathogens, bacteria and viruses are of highest concern. The following source control BMPs would be used to address these potential pollutants: water quality education, activity restrictions (car washing and maintenance prohibited on site), irrigation system and landscape maintenance and design, common area litter control, irrigation system and landscape management, common area litter control, MS4 stenciling and signage, street sweeping, drainage facility inspection and maintenance, efficient irrigation, and protection of slopes and channels (revegetation). Treatment control BMPs include extended detention basin with underground filtration devices. The HOA would fund and maintain the BMPs. Construction and post-construction BMPs that are developed and implemented by the project in compliance with state and local regulations would effectively reduce any adverse impacts to water quality to levels that are considered to be less than significant. Therefore, the potential impacts to beneficial uses indicated in Table 4.9.1 would also be less than significant.

b) **Less Than Significant Impact.** If the project removed an existing groundwater recharge area or substantially reduced runoff that results in groundwater recharge, a potentially significant impact could occur. The proposed project is not anticipated to substantially interfere with groundwater recharge, because project storm water run-off in excess of existing conditions would be directed to the proposed detention basin where the water would percolate into the ground, thereby recharging subsurface aquifers. The proposed project does not include the construction of wells or other activities that would deplete groundwater supplies. Impacts related to groundwater recharge and depletion would be less than significant.

c) **Less Than Significant Impact.** The hillside terrain and natural drainage patterns were considered in developing the project design. The majority of 24 acres surrounding the single-family units would be preserved as natural open spaces. Grading and drainage design of the project site have been developed to maintain the natural discharge patterns as much as practical. An extended detention basin would be constructed at the downstream end of the on-site drainage system as a structural BMP to treat stormwater prior to discharge off site. A SWPPP would be prepared for the project that would include erosion and siltation reduction measures would be required during construction in order to demonstrate compliance with the City's NPDES permit. The project would include construction and operational BMPs based on the City's General Plan Update policies and NPDES requirements, to address and reduce impacts of potential erosion. With the implementation of these existing regulations and practices, impacts to drainage patterns and erosion would be less than significant.

d-e) **Less Than Significant Impact.** The soil type for the majority of the project site has a high runoff potential, designated by the U.S. Soils Conservation Service as Soil Groups C and D. These areas are characterized as having a low capacity to transmit water, thereby resulting in a slow to very slow rate of infiltration, and a relatively high volume of runoff. The existing on-site terrain is mountainous with significant hill and valley formations. Storm runoff from the site takes several different local paths from the project site prior to reaching Lake Elsinore, the ultimate discharge point. Well-defined ridgeline formations divide the site

into distinct drainage areas that create flow paths primarily in a southerly direction. There are three substantial natural flowlines that outlet across the south boundary of the project.

The proposed project would develop approximately 44 acres of the project site with single-family homes. The project proposes to construct an approximately 1.2-acre extended detention basin with an overall volume capacity of about 40,000 cubic feet in the southwestern corner of the project site to capture and convey storm water runoff from the proposed development (Figure 4). The project's mainline storm drain system, located within project roadways, would direct runoff from the developed areas of the project to the detention basin via a system of drainage pipes located throughout the development. The proposed storm drain system has been designed to adequately capture, convey, and discharge the existing runoff flow rates and volumes. The required water quality treatment volumes and basin capacities are determined per the City's adopted Water Quality Management Plan (WQMP) handbook. The proposed detention basin would be required to provide an outlet designed to retain a minimum of half the water quality design volume for a minimum of 24 hours and the remaining water quality design volume for a minimum of 24 hours, but no longer than 72 hours. Overall, the project site would be designed to safely convey a 100-year storm through the site should failure of the underground storm drain system occur. As such, the project would not alter the existing drainage pattern or increase surface runoff such that on- or off-site flooding would occur.

The Preliminary Hydrology Report compared the existing and developed condition flow rates at runoff outlet points and noted that flow rates are either (1) equal to or less than the existing condition, or (2) do not exceed the existing condition by more than one cubic-foot-per-second (cfs). Accordingly, there is no need for storm mitigation at any of the project's outlets and the projected flows that would be discharged to the existing properties and facilities downstream of the proposed project would be less than significant.

f) **No Impact.** The project does not propose any uses that would have the potential to otherwise degrade water quality beyond those issues discussed in Section 4.9 herein. A SWPPP would be prepared for construction activities to ensure no degradation to water quality would occur during construction. Water quality management plans have been prepared and would be implemented to ensure that no impact to water quality would occur during the operation of the proposed project. No impact is anticipated.

g-h) **No Impact.** According to the Federal Emergency Management Agency (FEMA), the project site is not located within a 50- or 100-year flood plain. No housing or structures would be placed within a 100-year flood zone; therefore, no impact would occur.

i) **No Impact.** The site is not located downstream from a levee or a dam. Therefore, no impact from a levee or dam failure is expected.

j) **Less than Significant Impact.** The City is not subject to tsunami due to its elevation, intervening topography, and distance (over 20 miles) from the ocean. The project site is located at a higher elevation than Lake Elsinore and would not be subject to flooding from the Lake. Canyon Lake is an open reservoir located to the northeast of the project site. Although the project may be subject to dam inundation from this reservoir, due to the distance from the reservoir and the relatively lower amount of water, impacts from potential inundation from seiche at the reservoir would likely not occur. Mudflows require a slope, water, and unconsolidated soil to occur. Standard requirements for grading design and slope stability as well as for flood protection as previously discussed in Sections 4.6 and 4.9 would limit any potential mudflow hazards that may be present on site. Impacts from seiche and mudflow would thus be less than significant with the implementation of these standard requirements.

## 4.10 – Land Use and Planning

Would the project:

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

a) **No Impact.** A significant impact would occur if the proposed project were sufficiently large or configured in such a way so as to create a physical barrier within an established community. The proposed project is surrounded primarily by vacant land, with planned residential land uses proposed adjacent to the project to the north and west. The project would not create any sort of physical barrier within the Lake Elsinore community. Moreover, project implementation would not provide for infrastructure systems such as new roadways that would divide or disrupt neighborhoods or any other established community elements in a previously developed and urbanized area. No impact would occur.

b) **Less than Significant Impact.** The project site is designated as Low-Medium Density Residential (one to six dwelling units per acre) in the City’s General Plan and zoned as R-1, Single-Family Residential (20,000 SF minimum lot size). The proposed project would not conflict with any applicable land use plan, policy or regulation of the City of Lake Elsinore.

c) **Less Than Significant Impact.** As discussed in Section 4.4.f above, the proposed project would be consistent with the Western Riverside County MSHCP. A less than significant impact would occur.

## 4.11 – Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 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 checked="" type="checkbox"/>

a) **No Impact.** The project site does not contain any known mineral resource and 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. The City’s General Plan does not designate the project site as a significant mineral resource site. There are no known operating mines on or near the project site. Therefore, no impact to mineral resources would result from implementation of the project.

b) **No Impact.** Substantial mineral resources have been identified within the City and are noted within the City’s General Plan, in particular aggregate type mineral resources. The General Plan indicates that regionally significant construction aggregate deposits are located within McVicker Canyon and Rice Canyon; and clay resources are located in the Alberhill area. These resource areas are primarily designated as MRZ-2 pursuant to the Surface Mining and Reclamation Act (SMARA) and California Mineral Land Classification System Diagram based on available geological information. Areas located within MRZ-2 indicated the area is underlain by mineral deposits where geologic data shows that significant measured or indicated resources are present. The project is located in an area designated as MRZ-3, considered to have moderate potential for the discovery of economic mineral deposits; however, because the project site is not located within one of the designated locally-important mineral resource areas within the City, no impacts to locally-important mineral resources would occur.

## 4.12 – Noise

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section is based on the Noise Impact Analysis prepared for the proposed project by Giroux & Associates (2013b), included as Appendix I. The results and conclusions of the report are summarized herein.

### Fundamentals of Sound and Environmental Noise

Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called *bels*. In order to provide a finer description of sound, a *bel* is subdivided into ten decibels, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dB. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic

noise level by 3 dBA. A 3 dBA change in sound is the level where humans generally notice a *barely perceptible* change in sound and a 5 dBA change is generally *readily perceptible*.

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called  $L_{EQ}$ ), or alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the  $L_{DN}$  (day-night) or the Community Noise Equivalent Level (CNEL). More precisely,  $L_{DN}$  is the average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m., and CNEL is the average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of ten decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m. The CNEL metric has gradually replaced the  $L_{DN}$  factor, but the two descriptors are essentially identical.

CNEL and  $L_{DN}$  are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night.  $L_{EQ}$  is better utilized for describing specific and consistent sources because of the shorter reference period. CNEL-based standards are generally applied to transportation-related sources because local jurisdictions are pre-empted from exercising direct noise control over vehicles on public streets, aircraft, trains, etc. The City therefore regulates the traffic noise exposure of the receiving property through land use controls.

a) **Less Than Significant Impact With Mitigation Incorporated.** The City’s guidelines for interior and exterior noise exposure standards are presented in Tables 4.12.1 and 4.12.2, below. For new residential uses, the City recommends an exterior noise level of up to 60 dB  $L_{DN}$  /CNEL and an interior noise level of 45 dB  $L_{DN}$ /CNEL; however, noise levels of up to 70 dB  $L_{DN}$ /CNEL are permissible after a detailed analysis of noise reduction features is made. The exterior level applies to outdoor recreational uses such as back yards, patios, spas, etc. Interior standards apply to habitable rooms.

**Table 4.12.1  
NOISE AND LAND USE COMPATIBILITY STANDARDS**

Land Use Categories		Day-Night Noise Level ( $L_{DN}$ )						
Categories	Uses	<55	60	65	70	75	80>	
Residential	Single, Family, Duplex, Multiple Family	A	A	B	B	C	D	D
Residential	Mobile Homes	A	A	B	C	C	D	D
Commercial Regional District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
Commercial Regional Village, District Special	Commercial, Retail, Bank, Restaurant, Movie Theatre	A	A	A	A	B	B	C
Commercial, Industrial Institutional	Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
Commercial Regional, Institutional Civic Center	Amphitheatre, Concert Hall, Auditorium, Meeting Hall	B	B	C	C	D	D	D
Commercial Recreation	Children’s Amusement Park, Miniature Golf Course, Go-cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D

**Table 4.12.1 (cont.)  
NOISE AND LAND USE COMPATIBILITY STANDARDS**

Land Use Categories		Day-Night Noise Level (L <sub>DN</sub> )						
Categories	Uses	<55	60	65	70	75	80>	
Commercial General, Special Industrial Institutional	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
Institutional General	Hospital, Church, Library, Schools, Classroom	A	A	B	C	C	D	D
Open Space	Parks	A	A	A	B	C	D	D
Open Space	Golf Course, Cemeteries, Nature Centers, Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
Agriculture	Agriculture	A	A	A	A	A	A	A

Notes:

Zone A: Clearly Compatible

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Zone B: Normally Compatible

New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Zone C: Normally Incompatible

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

Zone D: Clearly Incompatible

New construction or development should generally not be undertaken.

Source: Giroux & Associates 2013b

**Table 4.12.2  
INTERIOR AND EXTERIOR NOISE STANDARDS**

Category	Uses	Noise Level (L <sub>DN</sub> )	
		Interior	Exterior
Residential	Single Family, Duplex, Multiple Family Mobile Homes	45 <sup>3,5</sup>	60
	Mobile Homes	–	60 <sup>4</sup>
Commercial, Institutional	Hotel, Motel, Transient Lodging	45 <sup>5</sup>	–
	Hospital, School's classroom	45	–
	Church, Library	45	–

Notes:

1. Indoor environment excluding: Bathrooms, toilets, closets, corridors.

2. Outdoor environment limited to: Private yard of single family, multi-family private patio or balcony which is served by a means of exit from inside, Mobile Home Park.

3. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.

4. Exterior noise level should be such that interior noise level will not exceed 45 CNEL.

5. As per California Administrative Code, Title 24, Part 6, Division T25, Chapter 1, Subchapter 1, Article 4, Section T25-28.

Source: Giroux & Associates 2013b

Two characteristic noise sources are typically identified with residential development projects. Initially, construction activities, especially heavy equipment, will create short-term noise increases near the project site. These impacts may be important if there is phased development and one phase is under construction adjacent to

an already completed and occupied phase. Upon completion, project-related traffic will cause an incremental increase in area-wide noise levels throughout the Lake Elsinore area. Traffic noise impacts are typically analyzed both to ensure that a project will not adversely impact the acoustic environment of the surrounding community, as well as to ensure that the project site is not exposed to an unacceptable level of noise resulting from the ambient noise environment acting upon the project. Typically, project-related, off-site noise impacts are evaluated as part of area-wide (community plan or specific plan) development planning. Construction and operational noise effects of the proposed project are described below.

*Construction Noise*

Construction noise is typically governed by ordinance limits on allowable times of equipment operations. Construction noise impacts therefore will be less-than-significant if they comply with the applicable ordinance limits. The Lake Elsinore Municipal Code restricts and regulates hours of construction operation and levels of construction noise. In Chapter 17.78, Section 17.78.080 (F) of the Code, construction noise is restricted from 7:00 p.m. to 7:00 a.m. on weekdays and at any time on Sundays or holidays, when it creates a noise disturbance across a residential or commercial property line. Section 17.78.080 (F) (2) regulates construction activity noise levels as follows:

- B. Noise Restrictions at Affected Structures. When technically and economically feasible, the contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those levels listed in the following schedule:

- 1. At Residential Structures.

- a. Mobile Equipment. Maximum noise levels for non-scheduled, intermittent, and short-term operation (less than 10 days) of mobile equipment:

	<b>Single-family Residential (dBA)</b>	<b>Multi-family Residential (dBA)</b>	<b>Semi-residential/ Commercial (dBA)</b>
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75	80	85
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays.	60	65	70

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

	<b>Single-family Residential (dBA)</b>	<b>Multi-family Residential (dBA)</b>	<b>Semi-residential/ Commercial (dBA)</b>
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	60	65	70
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays.	50	55	60

Temporary construction noise impacts would vary because the noise levels produced by construction equipment ranges widely as a function of the equipment used and its activity level. The earth-moving activities would

produce the most substantial construction noise, with equipment noise typically ranging from 75 to 90 dB at 50 feet from the source. Short-term construction noise impacts are expected to occur in discrete phases relative to the proposed construction phases (i.e., grading, construction of streets and utilities, construction of homes). The City regulates construction noise when it creates a noise disturbance across a residential or commercial property line. While there are currently no nearby residential receivers in the project vicinity that would be affected by construction noise, residential developments are proposed that could be affected. Moreover, with the site development occurring over time (i.e., construction of approximately 50 to 60 homes annually), any existing tenants of already completed homes could be subject to construction noise from subsequent development. The following mitigation measure would be implemented to ensure that construction noise impacts would be less than significant:

**MM Noise 1:** The construction contractor shall complete the following to reduce construction noise:

- During all project site excavation and grading, the construction contractors shall equip all construction equipment (fixed or mobile) with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.
- Provisions of the City's Noise Ordinance shall be satisfied during all site preparation and construction activity. Site preparation activity and construction shall not commence before 7:00 a.m. and shall cease no later than 5:00 p.m., Monday through Friday. Only finish work and similar interior construction may be conducted on Saturdays and may commence no earlier than 8:00 a.m. and shall cease no later than 4:00 p.m. Construction activity shall not take place on Sunday, or any Legal Holidays.
- The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

#### *Operational Noise*

Long-term noise concerns from the introduction of residential uses at the project site would primarily be from vehicular operations on project area roadways. As described in the Noise Impact Analysis, the project could create a substantial increase in noise on Camino del Norte east of Main Street. There are currently only 200 vehicles per day utilizing this roadway segment as it dead ends shortly beyond the Main Street intersection. The addition of project traffic would increase noise levels by 8.1 dB CNEL, resulting in an "existing with project" traffic noise level of less than 58 dB CNEL at 50 feet from roadway centerline. This is less than the suggested compatibility threshold for sensitive use. Additionally, there are no existing sensitive uses along this roadway segment. All other local area roadway segments would experience project-related traffic noise level increases of less than 0.9 dB CNEL at 50 feet from the centerline. Therefore, traffic noise level increases attributable to the project would be less than significant.

b) **Less Than Significant Impact With Mitigation Incorporated.** Groundborne vibration can result in a range of impacts, from minor annoyances to people to major shaking that damages buildings. The primary source of project-related groundborne vibration would be heavy construction activities. Residential uses do not utilize machinery that would generate substantial amounts of vibration, and impacts during project operation would not occur.

Groundborne vibration generated by construction projects is usually highest during activities such as pile driving, rock blasting, soil compacting, jack-hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers or large trucks are used. Vibration impacts are temporary and rare except in cases where large equipment is used near existing, occupied development. Grading of the project site would occur in a single phase, prior to construction of any of the residences. While no residential uses are currently located adjacent to the project site, residential developments are proposed that could be affected by construction activities such as grading. Construction noise and associated vibration would be controlled through the time restrictions currently established in the City's Noise Control requirements. As described in Section 4.12a, above, Section 17.176 of the City's Municipal Code establishes noise standards for construction activity that occurs between 7:00 a.m. to 7:00 p.m. Therefore, potential construction-related vibration impacts would be minimized to daytime hours. Additionally, implementation of **Mitigation Measure Noise 1** would ensure that impacts related to groundborne vibration would be less than significant.

c) **Less Than Significant Impact.** The project area is currently undeveloped and surrounded by other undeveloped properties. Traffic on I-15, one of the significant contributors to areawide noise levels, is more than one-half mile away and almost completely screened by intervening terrain. Noise measurements conducted for Spyglass Ranch environmental studies found baseline noise levels in the mid-30 dB range at the approximate set-back distance of South Shore II from I-15. Therefore, existing noise levels at the project site can be assumed to be low since there are no major roadways or other noise generators in proximity.

The project would introduce residential land uses that would not produce excessive noise or result in a substantial increase in permanent ambient noise levels in the project vicinity. As discussed in Section 4.12.a, traffic noise increases from project operation would be below the applicable threshold. Impacts related to permanent increases in ambient noise levels would be less than significant.

d) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project would result in temporary increases in ambient noise levels in the project vicinity above existing levels due to construction activities. However, implementation of **Mitigation Measure Noise 1** would ensure that impacts related to temporary increases in ambient noise levels would be less than significant.

e) **No Impact.** The proposed project is not located within an airport land use plan or within two miles of a public airport. The nearest public airports are Perris Valley Airport located approximately 7 miles to the northeast, Hemet-Ryan Airport located approximately 12 miles to the east, and French Valley Airport located approximately 12 miles to the southeast. No impact would occur.

f) **No Impact.** The proposed project is not located within the vicinity of a private airstrip. The nearest private airstrip, Skylark Field, is located approximately three miles from the project site. No impact would occur.

## 4.13 – Population and Housing

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than Significant Impact.** The proposed project would not directly result in population growth. Population growth is a complex interaction between immigration, emigration, birth, deaths, and economic factors. The Census indicated that the City had a population of 28,930 in 2000 and 51,821 as of 2010, which would represent an approximately 79 percent increase. The Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) estimated a 2008 population for Lake Elsinore of 50,200 and projects an estimated population of 70,500 and 93,800 by 2020 and 2035, respectively.

The proposed project would add 147 single-family homes to the existing housing supply in the City. Assuming 3.4 people per residential unit (2010 Census), the proposed project would add approximately 500 residents to the City. The project would construct roads on site that would connect to roads proposed to be constructed by adjacent proposed residential developments. These roads would not provide a thoroughfare connection to locations beyond the project boundaries. Similarly, the project would only include the construction of on-site utilities, which would not extend beyond the project boundaries. Although the proposed project would introduce more population into the area, this increase would represent an increase of less than one percent of the existing population within the City. This increase in population is not considered substantial and impacts would be less than significant.

b) **No Impact.** The proposed project site is currently undeveloped. No existing housing would be displaced upon implementation of the project. No impact would occur.

c) **No Impact.** As described in Section 4.13.b, above, because the project site is currently developed, no displacements would occur. No impact would occur.

#### 4.14 – 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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact With Mitigation Incorporated.** The City contracts for fire services with the Riverside County Fire Department (RCOFD) and California Department of Forestry and Fire Protection (CalFire). The RCOFD operates 93 fire stations in 17 battalions, providing fire suppression, emergency medical, rescue, and fire prevention services. Equipment used by RCOFD has the ability to respond to both urban and wildland emergency conditions. Specifically, Battalion 2 on the Southwest Division of RCOFD services the City. A total of four fire stations (three existing, one proposed) serve the City and the proposed project area; Stations 10, 60, 85, and 94. The closest City fire station to the project site is Station 10, located at 410 West Graham Avenue. The Ramsgate Specific Plan also incorporates a new fire station (Rosetta Canyon Station), to be located south of Ramsgate Drive. The fire stations are operated by RCOFD, and also are staffed by CDF and store CDF fire-fighting equipment. Both agencies respond to all types of emergencies, depending on the need and equipment available.

The City’s current fire service response time goals are 5 minutes for heavy urban areas; 7 minutes for urban areas with a broad mix of uses including residential, commercial, and industrial; 11 minutes for rural land uses; and 17 minutes for outlying areas generally located near large tracts of publicly-owned land (General Plan Public Safety and Welfare Element). The project applicant would be required to construct their fair share of infrastructure in order to provide fire-fighting capabilities to the proposed project and ensure adequate response times. The project is located within the boundaries of Community Facilities district No. 2003-01, which provides for the operation and maintenance of public services, including fire protection services, from funds generated through annual fees assessed on property. Moreover, **Mitigation Measure Public Services 1** would be implemented to ensure that impacts to fire services would be less than significant.

**MM Public Services 1:** Prior to the issuance of building permits, the project applicant shall participate in the Development Impact Fee program as adopted by the City of Lake Elsinore to the extent applicable.

b) **Less Than Significant Impact With Mitigation Incorporated.** The City contracts for police protection with the County of Riverside Sheriff's Department. The closest City Police Department/Sheriff's Station is located at 333 Limited Avenue in Lake Elsinore. The California Highway Patrol provides traffic enforcement to the County of Riverside with additional support from the local County Sheriff's Department.

According to the City's General Plan Update EIR, police services were provided at a ratio of 0.85 sworn officer for every 1,000 residents during fiscal year 2010 through 2011, and the same staffing levels were budgeted for 2012. As noted above, the proposed project would add approximately 500 residents to the City; therefore, the proposed project would cause the City to need approximately 0.43 additional police officer. The proposed project would comply with applicable law enforcement requirements and standards to ensure adequate law enforcement protection is available to the future residents of the proposed project. The project site is located within the boundaries of Community Facilities District No. 2003-01, which provides for the operation and maintenance of public services, including police protection services, from funds generated through annual fees assessed on property. Moreover, implementation of **Mitigation Measure Public Services 1** would ensure impacts to police services would be less than significant.

c) **Less Than Significant Impact With Mitigation Incorporated.** The Lake Elsinore Unified School District (LEUSD) covers a 140 square mile area within the City of Lake Elsinore, City of Canyon Lake, and a portion of the unincorporated County of Riverside. LEUSD is composed of 25 schools including 12 elementary, 2 K-8 schools, 4 middle, 3 comprehensive high schools, a continuation school, and two alternative education centers. There are plans to expand and upgrade existing facilities and build new schools to accommodate future growth. In addition, the Ramsgate Specific Plan is anticipated to include an elementary school.

Development of 147 residential units proposed by the project would generate new students. Students generated by the proposed project would attend Tuscany Hills Elementary School, Elsinore Middle School, and Temescal Canyon High School. The proposed project would cause the schools to need expanded facilities to accommodate the growth. To offset impacts, required school development fees would be collected prior to the issuance of building permits. **Mitigation Measure Public Services 1** would reduce project impacts to schools to less than significant.

d) **Less Than Significant Impact With Mitigation Incorporated.** According to the City of Lake Elsinore, Parks and Recreation Master Plan 2008-2030 (adopted July 14, 2009), a standard requirement of five acres of usable park land per 1,000 persons has been established for the City. Since the project proposes additional residences that would add 500 new residents, the proposed project would require the addition of 2.5 acres of park land. The proposed project would provide an approximately 3.5-acre neighborhood park, which would lessen any substantial physical deterioration to existing recreation facilities in the area and fulfill this requirement. Moreover, **Mitigation Measure Public Services 1** would ensure impacts to parks would be less than significant.

e) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project would be serviced by the Riverside County Library System. The County of Riverside operates a system of 35 libraries and 2 book mobiles to serve unincorporated populations. The closest libraries include Lake Elsinore Library located on West Graham Avenue, northeast of the Lake; Lakeside Library located on Riverside Drive, just northwest of the Lake; and Canyon Lake Library, located on Railroad Canyon Drive. The proposed project would potentially impact the County's library system though the addition of 500 residents. To offset impacts to library facilities and services, the City requires residential developers to pay a fee for capital library facilities of \$150 per unit to fund a city operated library facility. **Mitigation Measure Public Services 1** would reduce impacts to library facilities and services to less than significant.

No other public facilities other than those analyzed in Sections 4.14 are anticipated to be adversely impacted by project implementation.

## 4.15 – Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact With Mitigation Incorporated.** As discussed in Section 4.14.d, the project has the potential to result in the indirect need for recreational facilities due to the introduction of new residential uses. The proposed project would add 2.5 acres of parkland demand within the City due to the estimated 500 new residents, but also would provide an approximately 3.5-acre public park. Therefore, the proposed project would not cause a significant deterioration of parkland facilities. To further offset potential impacts to recreational facilities, the proposed project would provide payment of developer impact fees. **Mitigation Measure Public Services 1** would ensure that impacts would be less than significant.

b) **Less than Significant Impact.** As discussed in Section 4.15.a, the project would provide an approximately 3.5-acre public park. Potential impacts to the environment from the proposed park have already been addressed by this environmental document. Mitigation measures have been incorporated as appropriate, and impacts would be less than significant.

## 4.16 – Transportation and Traffic

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section is based on the Traffic Impact Analysis prepared for the proposed project by Kunzman Associates, Inc. (2013), included as Appendix J. The results and conclusions of the report are summarized herein.

a) **Less than Significant Impact With Mitigation Incorporated.** Project-related traffic impacts have the potential to occur during both construction and operation of the project. Impacts are addressed below.

#### *Construction Traffic*

During construction, the project would generate traffic on local roadways due to vehicle trips from construction equipment, hauling vehicles, and worker vehicles. While congestion during construction may be experienced by travelers along roadways within the project area, additional vehicle trips during construction would not be considered substantial in relation to the existing traffic load in the project vicinity. Construction activities would adhere to applicable local ordinances related to traffic control, as well as the standards set forth in the California Manual of Uniform Traffic Control Devices established by Caltrans (2012).

#### *Operational Traffic*

The City of Lake Elsinore requires intersections to operate at Level of Service (LOS) D or better. The County of Riverside requires County-maintained roads and conventional highways to operate at LOS C or better. LOS D is allowed for community development areas at intersections of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional State Highways, or freeway ramp intersections. LOS E is allowed in pedestrian oriented community centers. LOS D with a less than 45-second delay per vehicle is acceptable to Caltrans at signalized intersections along Caltrans facilities. The addition of more than 50 peak hour trips is considered a significant contribution to traffic.

#### Intersection Analysis

The traffic study area for the project includes the following intersections, as shown in Figure 8:

- Main Street (NS) at:
  - Camino Del Norte - #1
  - I-15 Freeway northbound (NB) ramps - #2
  - I-15 Freeway southbound (SB) ramps - #3
  
- Elsinore Hills Road at:
  - Street “C” (future intersection) - #4
  - Street “D” (future intersection) - #5
  - Camino Del Norte (future intersection) - #6

The traffic study analysis prepared by Kunzman Associates (Appendix J) includes the LOS intersections for Existing , Existing Plus Project, Opening Year (2017) With and Without Project, and Opening Year (2017) Plus Ambient Growth Plus Project conditions (Table 4.16.1).

**Table 4.16.1  
LEVEL OF SERVICE AND DELAY FOR PROJECT AREA INTERSECTIONS**

Intersection	Existing Delay-LOS <sup>1</sup>		Existing Plus Project Delay-LOS <sup>1</sup>		Existing Ambient Growth Plus Project Delay-LOS <sup>1</sup>		Opening Year (2017)			
	AM	PM	AM	PM	AM	PM	Without Project Delay-LOS <sup>1</sup>		With Project Delay-LOS <sup>1</sup>	
							AM	PM	AM	PM
Main Street at: Camino Del Norte (EW) -Without Improvements -With Improvements	9.8-A --	10.8-B --	16.3-C --	13.7-B --	16.3-C --	13.7-B --	99.9-F <sup>2</sup> 16.8-B	99.9-F 18.3-B	99.9-F <sup>2</sup> 21.5-C	99.9-F 25.3-C
Main Street at: I-15 Freeway NB ramps -Without Improvements -With Improvements	40.7-E --	24.8-C --	97.4-F 26.5-D	46.5-E 17.8-C	97.4-F 26.5-D	46.5-E 17.8-C	99.9-F 26.8-C	99.9-F 23.5-C	99.9-F 32.8-C	99.9-F 28.7-C
Main Street at: I-15 Freeway SB ramps <sup>5</sup> -Without Improvements -With Improvements	12.9-B --	14.3-B --	14.1-B 14.1-B	15.3-C 15.3-C	14.7-B 14.7-B	16.3-C 16.3-C	99.9-F 5.1-A	99.9-F 12.1-B	99.9-F 5.5-A	99.9-F 12.5-B
Elsinore Hills Road at: Street "C"	--	--	8.4-A	8.3-A	8.4-A	8.3-A	10.4-B	11.2-B	10.6-B	11.6-B
Elsinore Hills Road at: Street "D"	--	--	8.9-A	9.0-A	8.9-A	9.0-A	11.9-B	14.9-C	13.3-B	17.9-C
Elsinore Hills Road at: Camino Del Norte	--	--	9.3-A	9.4-A	9.3-A	9.4-A	15.4-C	17.0-C	17.8-C	20.7-C

Notes:

<sup>1</sup> Delay and level of service has been calculated using the Traffix, Version 7.9.0215 software (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>2</sup> 99.9-F = Delay High, Intersection Unstable, Level of Service F

<sup>3</sup> A traffic signal is projected to be warranted under Existing Plus Project and Existing Plus Ambient Growth Plus Project conditions; however, constructing a northbound right turn lane would eliminate the need for a traffic signal and is more pragmatic for existing plus ambient growth plus project traffic conditions.

Source: Kunzman and Associates 2013

The proposed project would incrementally increase the overall traffic volume on local roadways. The project is projected to generate approximately 1,399 daily vehicle trips, 110 of which would occur during the morning peak hour and 147 of which would occur during the evening peak hour.

For Existing traffic conditions, the study area intersections are currently operating at acceptable levels of service (LOS) during peak hours, except for the intersection of Main Street at the I-15 Freeway northbound ramps, which currently operates at an unacceptable LOS during the morning peak hour. This intersection would continue to operate at unacceptable levels in the morning peak hour in Existing Plus Project traffic conditions; all other study area intersections would operate at acceptable LOS.

Existing Plus Ambient Growth Plus Project traffic conditions include existing traffic combined with areawide growth and project traffic. Areawide growth is calculated based on a two percent annual growth rate of existing traffic volumes over a four-year period. Under these conditions, the study area intersections are projected to operate at acceptable levels of service (LOS) during peak hours, except for the intersection of Main Street at the I-15 Freeway NB ramps, which is projected to operate at an unacceptable LOS during the peak hours. The study area intersections are projected to operate within acceptable LOS during the peak hours with improvements. A traffic signal is projected to be warranted at the intersection of Main Street and the I-15 Freeway SB ramps for the Existing Plus Project and Existing Plus Ambient Growth Plus Project conditions; however, constructing a northbound right turn lane would eliminate the need for a traffic signal and is more pragmatic during this timeframe.

Opening Year (2017) With and Without Project traffic conditions include existing traffic combined with areawide growth and other development traffic, including the Spyglass Ranch and South Shore residential developments. Opening Year (2017) traffic conditions assume that Elsinore Hills Road would be extended from its existing terminus, approximately 850 feet south of Rosetta Canyon Drive, to Camino Del Norte by the project opening year. The proposed Elsinore Hills Road extension would be constructed prior to development of the adjacent Spyglass Ranch and South Shore I projects to provide the two access points necessary for adequate emergency access. Similarly, the proposed Street "C" and Street "D" would be constructed prior to the project opening year to provide two access points. Under these conditions, the study area intersections are projected to operate at acceptable levels of service (LOS) during peak hours, except for the following intersections:

- Main Street (NS) at:
  - Camino Del Norte - #1
  - I-15 Freeway northbound (NB) ramps - #2
  - I-15 Freeway southbound (SB) ramps - #3

According to the Traffic Impact Analysis, traffic signals would be warranted at each of these intersections. A traffic signal is projected to be warranted under cumulative traffic conditions (Opening Year) with or without the northbound right turn lane proposed to be installed during Existing Plus Project conditions. Since the cumulative traffic conditions more closely reflect what is expected to occur, the recommended improvements at the Main Street/I-15 Freeway SB Ramps intersection consist of installing a traffic signal only. Implementation of **Mitigation Measure Traffic 1** would ensure that project-related operational traffic impacts would be less than significant, and ensure compliance with the City's applicable plans, ordinances and policies establishing measures of effectiveness for the performance of the circulation system.

**MM Traffic 1:** The project shall participate in the phased construction of the off-site intersection improvements (e.g., traffic signals) through payment of established City of Lake Elsinore fees, participation in the Western Riverside Transportation Uniform Mitigation Fees program, payment of the project's fair share

traffic contribution, assessment district and/or community facilities district financing, and construction of off-site facilities under appropriate fee credit agreements.

#### Alternative Modes of Transportation

As noted, a connection to local area roadways would be provided via Street “C” and Street “D” to be constructed as part of the Spyglass Ranch project (Tentative Tract Map No. 35337), which would enable residents of the project to utilize alternative modes of transportation such as pedestrian traffic, bicycle paths, and mass transit. The proposed project would not conflict with the City’s applicable plans, ordinances and policies establishing measures of effectiveness for the performance of the circulation system relative to alternative modes of transportation, and impacts would be less than significant.

b) **Less than Significant Impact.** See discussion of Section 4.16.a, above. Since the project would generate a less than substantial increase in operational traffic and a short-term increase in construction traffic, the project would not impact existing performance of the System of Highways and Principal Arterials governed by the Riverside County Congestion Management Plan (CMP). Thus, implementation of the project would not conflict with the Riverside County CMP and project-related impacts would be less than significant.

c) **No Impact.** The proposed residential development project would not change air traffic patterns. No impact would occur.

d) **Less than Significant Impact With Mitigation Incorporated.** The proposed project is compatible with surrounding uses (including proposed) and roadway usage. No safety issues are anticipated with the proposed on-site circulation system. The project does not propose a dangerous design feature, nor would the proposed roadways connect to existing roadways in such a way that would pose a danger to increased traffic. Nonetheless, the project would implement the following mitigation measure to ensure that no hazardous design features are introduced:

**MM Traffic 2:** Sight distance at the project access should be reviewed with respect to standard Caltrans and City sight distance standards during preparation of final grading, landscaping, and street improvement plans.

e) **Less than Significant Impact.** The proposed project would provide two emergency access routes via Street “C” and Street “D” through the Spyglass Ranch project (Tentative Tract Map No. 35337), which is proposed to be constructed just west of South Shore II. These two access routes have been deemed sufficient by the City of Lake Elsinore Fire and Police Departments. In conjunction with the review and approval of building permits, the City of Lake Elsinore Fire and Police Departments would review all plans to ensure compliance with applicable emergency access and safety requirements. With application of project review procedures, impacts involving emergency access would be less than significant.

f) **No Impact.** The project would not conflict with any policy regarding public transit, bicycle, or pedestrian facilities. No impact would occur.

#### 4.17 – Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The Elsinore Valley Municipal Water District (EVMWD) would provide sewer service to the proposed project site (Appendix K). The proposed project construction activities could become a source of typical urban pollutants, as indicated in Section 4.8.a. Since these pollutants are not expected to be released into the sewer system, no significant impact to a wastewater treatment plant is anticipated. Impacts to wastewater treatment would be less than significant.

b) **Less than Significant Impact.** The proposed project would incrementally increase water demand and wastewater discharges. As indicated in the will-serve letter (Appendix K), the proposed project water and sewer service would be provided by EVMWD. The proposed 147 single-family residences would pose a less than significant adverse impact regarding demand for existing water and sewer treatment facilities. EVMWD is anticipated to have the capacity to service the proposed project. Project water pipelines would connect to

“existing” water lines within the proposed Spyglass Ranch project. The proposed connections would occur per City of Lake Elsinore and EVMWD standards and BMPs such that impacts would be below the level of significance. No additional facilities or upgrades are anticipated and impacts would be less than significant.

c) **Less than Significant Impact.** The proposed project would construct an approximately 1.2-acre extended detention basin in the southwestern corner of the project site (Figure 5). This basin is proposed to maintain water quality and manage stormwater runoff. The project’s mainline storm drain system, located within project roadways, would direct runoff from the developed areas of the project to the detention basin via a system of drainage pipes located throughout the development. All runoff from the storm drain system would be discharged into the basin, which has an overall volume capacity of about 40,000 cubic feet. This is considered sufficient to meet the stormwater treatment needs of the project. Additionally, an emergency overspill structure, located downstream of the basin, would be provided in case of an outlet structure failure. These storm water drainage improvements are included within the project’s design, and no other storm water drainage facility improvements are anticipated. Impacts associated with these improvements would be less than significant.

d) **Less than Significant Impact.** EVMWD would provide water service to the proposed project site (Appendix K). As indicated in the will-serve letter (Appendix K), EVMWD has sufficient capacity to serve the project without any additional expended entitlements. Impacts to water supplies would be less than significant.

e) **Less Than Significant Impact.** EVMWD also would provide wastewater service to the proposed project site. As indicated in the will-serve letter (Appendix K), EVMWD has sufficient capacity to serve the project. The Regional Reclamation Facility operated by EVMWD would service the proposed project site. The proposed project impact to this facility would be less than significant due to the project’s size and service needs.

f) **Less Than Significant Impact.** Lake Elsinore is served by a number of landfills, including El Sobrante Landfill, Badlands landfill, and Lamb Canyon Landfill. El Sobrante Landfill is expected to reach capacity by 2045. Badlands Landfill is expected to reach capacity by 2024 and Lamb Canyon Landfill by 2021. Both Badlands and Lamb Canyon Landfills have the potential to expand their facilities and capacity. Solid waste disposal is managed at the regional level; therefore, generation of solid waste within the City, including by the proposed project, is one part of a regional issue. The project would be required to comply with applicable State and local regulations, including Section 40050 et seq. of the California Public Resources Code, to reduce the volume of solid waste entering landfills. Impacts would be less than significant.

g) **No Impact.** Waste collection in Lake Elsinore is disposed of in regional landfills, as described above. The project would be required to comply with State mandates and City regulations regarding reduction/recycling of household waste. No impact would occur.

#### 4.18 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact.** The proposed project would alter the site from natural/vacant land to an urbanized site with 147 residences and a park. While this conversion of land would potentially impact sensitive biological resources (including migratory birds and Riversidean sage scrub), these impacts would be reduced to below a level of significance through mitigation (see Section 4.4, Biological Resources). Therefore, the proposed project would not significantly reduce wildlife habitat or cause a population to drop below self-sustaining levels, nor would it threaten to eliminate a plant or animal community.

Two sensitive plant species, the federally listed as endangered and state listed as threatened Munz’s onion and federally listed as threatened and state listed as endangered thread-leaved brodiaea, have a low potential to occur on site but were not observed. No endangered plant species were observed on the property. Sensitive animal species observed in the project study area include the coastal California gnatcatcher, (federally listed as threatened), northern harrier, and loggerhead shrike (both California state species of concern). The Quino checkerspot butterfly, federally listed as endangered, also has potential to occur. The project would not reduce the number or restrict the range of these species because are fully covered by compliance of the project with the MSHCP.

The Phase I Cultural Resources Assessment indicated that the project site is relatively low in sensitivity for cultural resources from the historic period. There still is, however, the potential for significant buried historical resources and/or Native American cultural resources to exist on site. The soils and formations on-site have a low potential for prehistoric resources. Mitigation would reduce potential historic and prehistoric impacts to below a level of significance. Therefore, the proposed project would result in a less than significant impact to historical resources.

b) **Less Than Significant Impact With Mitigation Incorporated.** Because of the limited size of the project compared to other planned projects in the vicinity, the project’s contribution to cumulatively considerable impacts (e.g., traffic noise) is correspondingly small. The proposed project would cause a

cumulative impact to intersections through the addition of traffic to intersections operating at unacceptable levels, as detailed in Section 4.15, Transportation/Traffic. The proposed project would provide payment of fees and fair-share contributions to roadway improvements that would bring these intersections up to operating standards (**Mitigation Measure Traffic 1**). After mitigation, the proposed project cumulative impacts would be reduced to below a level of significance.

c) **Less Than Significant Impact.** Based on the analysis of the project's impacts in the responses to items 4.1 thru 4.17, there is no indication that this project could result in substantial adverse effects on human beings. Under each environmental consideration addressed in the preceding analysis, the proposed project is considered to have little or no adverse impacts on people and the environment.

### ***5.1 – List of Preparers***

#### **City of Lake Elsinore (Lead Agency)**

Planning Division  
130 South Main Street  
Lake Elsinore, California 92530  
951-674-3124

- Richard J. MacHott, Acting Planning Manager
- Kirt Coury, Principal Planner

#### **HELIX Environmental Planning, Inc. (Environmental Analysis)**

7578 El Cajon Boulevard, Suite 200  
La Mesa, California 91942  
619-462-1515

- Andrea Bitterling, Senior Project Manager
- Vanessa Brice, Project Manager

## 5.2 – References

- California Department of Conservation  
2012 Williamson Act Program, 2011/2012.
- 2008 Farmland Mapping and Monitoring Program. The City of Lake Elsinore is indicated either as Other Land, Urban and Built-Up Land, Grazing Land, or Farmland of Local Importance in 2010 maps of western Riverside County.
- California Department of Transportation  
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- City of Lake Elsinore  
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- County of Riverside  
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<http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html> [Accessed August 2013]
- Elsinore Valley Municipal Water District (EVMWD)  
2013 Service Planning Letter # 2539-0 (Will-serve Letter). August 19.
- GeoTek, Inc.  
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- 2013b Phase I Environmental Site Assessment, South Shore II Project, Lake Elsinore, Riverside County, California. August 16.
- Giroux & Associates  
2013a Air Quality and GHG Impact Analyses, TTM 36567 South Shore II, City of Lake Elsinore, California. August 21.
- 2013b Noise Impact Analysis, TTM 36567 South Shore II, City of Lake Elsinore, California. August 21.
- HELIX Environmental Planning, Inc. (HELIX)  
2013 South Shore II Project General Biological Resources Assessment. August 12.
- John Minch and Associates, Inc. (JMA)  
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2013a Preliminary Hydrology Study for T.T.M. 36567, City of Lake Elsinore, State of California. April.

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**South Shore II  
Tentative Tract Map No. 36567**

**Mitigated Negative Declaration No. 2013-02**

*Prepared for:*

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

*Applicant:*

South Shore II, LLC  
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*Prepared by:*

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**December 2013**

## **DRAFT MITIGATED NEGATIVE DECLARATION**

### **PURSUANT TO: CALIFORNIA ENVIRONMENTAL QUALITY ACT**

PROJECT TITLE: South Shore II Tentative Tract Map No. 36567

LEAD AGENCY: City of Lake Elsinore

PROJECT SPONSOR: South Shore II, LLC

**PROJECT LOCATION:** The project site is located northeast of Interstate 15 (I-15) at the Main Street interchange in the City of Lake Elsinore (City), in Riverside County. More specifically, it is located approximately one-quarter mile northeast of Camino Del Norte Street and one mile northeast of Lake Elsinore, in Township 6 south, Range 4 west, Section 4 as shown on the Lake Elsinore U.S. Geological Survey 7.5 minute quadrangle maps. The project site is comprised of assessor's parcel numbers (APNs) 363-020-002, -003, -011, -012, -013, -014, -015, -018, and -019. The project site is located within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) Criteria Cell 4459 of Cell Group B'.

**PROJECT DESCRIPTION:** The South Shore II project comprises approximately 67.7 acres owned by the project applicant and 4.0 acres owned by the City. The proposed residential subdivision would include 147 single-family detached residential units to be constructed on approximately 44 acres of the site. The land surrounding the residential development would include 19.0 acres retained in natural open space, an approximately 3.5-acre public park, and an approximately 1.2-acre extended detention basin. Landscape of common areas, passive open space areas, and park areas would be maintained by the project Home Owners' Association (HOA), as appropriate. The detention basin would be constructed in the southwestern corner of the project site. The detention basin and storm drain system would maintain water quality, manage stormwater runoff, and ensure that there is no increase in flows from the project to off-site drainages. Utilities (sewer, water, storm drain, gas, and electricity) would be provided through connection to existing lines located adjacent to the project site. Access to the project site would be from the proposed Elsinore Hills Road via Street "C" and Street "D," through the Spyglass Ranch Specific Plan project (Tentative Tract Map No. 35337), which is proposed to be constructed just west of South Shore II. Elsinore Hills Road would be extended from its existing terminus, approximately 850 feet south of Rosetta Canyon Drive, to Camino Del Norte by the project opening year.

The project would be built in one phase and is anticipated to begin construction in 2015. Grading is anticipated to occur over a 6-month period, followed by approximately three months for construction of streets, utilities, etc., and approximately three months for construction of the model home complex. Approximately 50 to 60 homes are anticipated to be constructed annually, which would result in a three-year build out period. Grading and development of the project site has been designed to maintain the natural drainage patterns as much as practical. Grading would require cut and fill of up 100 feet to achieve proposed finish grades.

### **FINDINGS**

The City of Lake Elsinore finds that the South Shore II Tentative Tract Map No. 36567 project WILL NOT have a significant effect on the environment for the following reasons:

1. The proposed project would not conflict with existing surrounding land uses.
2. The proposed project would not violate any air quality standard, or substantially contribute to an existing or projected air quality violation.

3. The proposed project would not result in a cumulative contribution to fugitive dust emissions and diesel exhaust; moreover, implementation of mitigation measures Air 1 and Air 2 would contribute to a reduction in fugitive dust emissions.
4. The proposed project may potentially result in significant direct or indirect impacts to birds protected under the federal Migratory Bird Treaty Act (MBTA); however, implementation of mitigation measure Biology 1, below, would reduce associated impacts related to migratory birds to below a level of significance.
5. The proposed project may potentially result in construction-related impacts to Riversidean sage scrub; however, implementation of mitigation measure Biology 2, below, would reduce associated impacts related to this sensitive vegetation community to below a level of significance.
6. The proposed project may potentially result in significant impacts to wildlife movement corridors as well as migrating birds covered by the MBTA; however, implementation of mitigation measure Biology 1, below, would reduce associated impacts related to wildlife corridors to below a level of significance.
7. The proposed project may potentially result in significant impacts to unknown buried archaeological resources; however, implementation of mitigation measures Cultural 1 through Cultural 5, below, would reduce associated impacts related to cultural resources to below a level of significance.
8. The proposed project may potentially result in significant impacts to unknown human remains; however, implementation of mitigation measure Cultural 6, below, would reduce associated impacts related to human remains to below a level of significance.
9. The proposed project may potentially result in significant impacts from exposure of surficial soils and alluvium on site to wind and water erosion; however, implementation of mitigation measure Air 1, below, would reduce associated erosion impacts to below a level of significance.
10. The proposed project would implement mitigation measures GHG 1 through GHG 5, below, to achieve consistency with the City's Climate Action Plan (CAP), and thus, would not conflict with applicable plans, policies, or regulations adopted to reduce GHG emissions.
11. The proposed project may potentially result in significant impacts related to hazardous material spill or release during project construction; however, implementation of mitigation measure Hazards 1, below, would reduce associated impacts from potential accidental release of hazardous materials to below a level of significance.
12. The proposed project may potentially result in significant impacts related to fire hazards; however, implementation of mitigation measure Hazards 2, below, would reduce associated impacts from potential fire hazards to below a level of significance.
13. The proposed project would comply with National Pollutant Discharge Elimination System (NPDES) guidelines for municipal storm water runoff.
14. The proposed project may potentially result in significant impacts associated with construction noise and groundborne vibration; however, implementation of mitigation measure Noise 1, below, would reduce associated impacts to below a level of significance.
15. The proposed project may potentially result in significant impacts to fire and police services, schools, recreational facilities, and other public facilities; however, implementation of mitigation measure Public Services 1, below, would reduce associated impacts to public services to below a level of significance.

16. The proposed project may potentially result in significant impacts related to compliance with the City's applicable plans, ordinances, and policies establishing measures of effectiveness for the performance of the circulation system, due to the project's contribution to unacceptable levels of service for project area intersections; however, implementation of mitigation measure Traffic 1, below, would reduce project-related operational traffic impacts to below a level of significance.
17. The proposed project would not result in safety issues, propose a dangerous design feature, or propose connections to existing roadways in such a way that would pose a danger to increased traffic; moreover, implementation of mitigation measure Traffic 2 would ensure that no hazardous design features are introduced.
18. The proposed project would not result in significant impacts to aesthetics, agricultural and forestry resources, historical resources, geology, hydrology and water quality, land use and planning, mineral resources, population and housing, and utilities and service systems.

**MITIGATION MEASURES**

Implementation of the project-specific mitigation measures identified below would reduce potentially significant impacts to below a level of significance.

**MM Air 1:** To control fugitive dust, the proposed project shall adhere to best management practices (BMPs), which include, but are not limited to, the following:

- Water, or non-toxic soil stabilizers according to manufacturers' specifications, shall be applied to exposed soils (including unpaved parking or staging areas, unpaved road surfaces, and active construction areas) at least three times per day as required per SCAQMD Rule 403 (Fugitive Dust).
- Soil stabilizers or water shall be applied to inactive disturbed areas.
- A high wind dust control plan shall be prepared and implemented.
- All stock piles shall be covered with tarps at the end of each day or as needed.
- Water spray shall be provided during loading and unloading of earthen materials.
- In-out traffic shall be minimized from the construction zone.
- All trucks hauling dirt, sand, or loose material shall be covered and/or required to maintain at least two feet of freeboard.
- Streets shall be swept daily if visible soil material is carried out from the construction site.

**MM Air 2:** To control diesel exhaust, the proposed project shall include the following combustion emission control measures:

- Well-tuned off-road construction shall be utilized.
- The use of Tier 3 or cleaner heavy equipment shall be preferred.
- Five-minute idling limits for both on-road trucks and off-road equipment shall be enforced.

**MM Biology 1:** Clearing and grubbing shall occur outside of the bird breeding season (February 1 to August 31), unless a qualified biologist demonstrates to the satisfaction of the City that all nesting is complete through completion of a Nesting Bird Clearance Survey. A Nesting Bird Clearance Survey report shall be

submitted to the City for review and approval prior to initiating clearing and grubbing during the breeding season.

**MM Biology 2:** Impacts to Riversidean sage scrub shall be mitigated through payment of the MSHCP Local Mitigation Development Fee. The MSHCP Local Mitigation Development Fee in the amount of \$1,938 per dwelling unit must be paid at the time a certificate of occupancy is issued for the residential unit or development project or upon final inspection (whichever occurs first).

**MM Cultural 1:** Prior to issuance of grading permit(s) for the project, the project applicant shall retain an archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.

**MM Cultural 2:** At least 30 days prior to seeking a grading permit, the project applicant shall contact the appropriate Native American Tribal Representative (Representative) to notify the Representative of the initiation of grading, excavation and the monitoring program, and to coordinate with the City of Lake Elsinore and the Representative to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the responsibilities and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites and human remains discovered on the site.

**MM Cultural 3:** Prior to issuance of any grading permit, the project archaeologist shall file a pre-grading report with the City and County (if required) to document the proposed methodology for grading activity observation. Said 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 Cultural 2, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the Appropriate Tribe 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 groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist.

**MM Cultural 4:** The landowner or its authorized representative shall agree to return all cultural resources, including Native American ceremonial and cultural artifacts, burial goods and all archaeological artifacts that are found on the project site to the Appropriate Tribe for proper treatment and disposition. The landowner or its authorized representative shall agree to waive any and all claims to ownership of Native American ceremonial and cultural artifacts that may be found on the project site within a reasonable time period agreed to by the parties involved, not to exceed 30 days from the initial recovery of items.

**MM Cultural 5:** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

**MM Cultural 6:** In the event that human remains are encountered during the course of the project, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur at the location of the find until the Riverside County Coroner has been notified and made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5079.98, 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 prehistoric, the Coroner shall notify the Native American Heritage Commission, which shall determine and identify a Most Likely Descendant (MLD). The MLD shall complete inspection of the find within 24 hours of notification by the NAHC. The MLD shall consult with the landowner

or its authorized representative as to possible scientific removal and analysis of the human remains and reburial protocols as provided in Public Resources Code 5097.98.

**MM GHG 1:** The project shall provide pedestrian infrastructure, including sidewalks along new streets, that provides connections to existing and/or proposed adjacent uses.

**MM GHG 2:** The project shall provide connectivity to area wide bikeway networks.

**MM GHG 3:** The project shall provide 15-gallon non-deciduous, umbrella-form trees in strategic locations around buildings, as shade for parking lot and street pavement, and on landscaped slopes or at the future park site.

**MM GHG 4:** The project shall construct new homes to exceed the California Energy Code requirements by 15 percent, based on the 2008 Energy Efficiency Standards as a baseline.

**MM GHG 5:** The project shall comply with the City's Uniform Building Code requirements to reduce indoor water consumption by 30 percent from the existing default baseline.

**MM Hazards 1:** All spills or leakage of petroleum products during construction activities shall immediately be contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulation regarding cleanup and disposal of the contaminant released. The contaminated waste shall be collected and disposed of at an appropriately licensed disposal or treatment facility.

**MM Hazards 2:** Prior to the issuance of building permits, the applicant shall comply with the following:

- The project applicant shall participate in the Development Impact Fee program, as adopted by the City of Lake Elsinore, to the extent applicable.
- All water mains and fire hydrants shall be constructed in accordance with Riverside County Ordinance No. 460 and/or No. 787.1
- The project shall provide an alternate or secondary access. Before combustible materials are brought to the site, the applicant shall provide two points of access acceptable to the Riverside County Fire Department.

**MM Noise 1:** The construction contractor shall complete the following to reduce construction noise:

- During all project site excavation and grading, the construction contractors shall equip all construction equipment (fixed or mobile) with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.
- Provisions of the City's Noise Ordinance shall be satisfied during all site preparation and construction activity. Site preparation activity and construction shall not commence before 7:00 a.m. and shall cease no later than 5:00 p.m., Monday through Friday. Only finish work and similar interior construction may

be conducted on Saturdays and may commence no earlier than 8:00 a.m. and shall cease no later than 4:00 p.m. Construction activity shall not take place on Sunday, or any Legal Holidays.

- The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

**MM Public Services 1:** Prior to the issuance of building permits, the project applicant shall participate in the Development Impact Fee program as adopted by the City of Lake Elsinore to the extent applicable.

**MM Traffic 1:** The project shall participate in the phased construction of the off-site intersection improvements (e.g., traffic signals) through payment of established City of Lake Elsinore fees, participation in the Western Riverside Transportation Uniform Mitigation Fees program, payment of the project's fair share traffic contribution, assessment district and/or community facilities district financing, and construction of off-site facilities under appropriate fee credit agreements.

**MM Traffic 2:** Sight distance at the project access should be reviewed with respect to standard Caltrans and City sight distance standards during preparation of final grading, landscaping, and street improvement plans.

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