LAKESHORE DRIVE CONDOS PROJECT
PLANNING APPLICATION NO. 2021-38

TENTATIVE TRACT MAP NO. 2021-02
RESIDENTIAL DESIGN REVIEW NO. 2021-05

ENVIRONMENTAL REVIEW NO. 2022-01

CEQA ADDENDUM

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I. INTRODUCTION

A. PURPOSE

This environmental checklist provides the basis for an Addendum to the previously adopted Final MND. It serves as the appropriate level of environmental review of the proposed project, as required pursuant to the provisions of CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines. This checklist confirms that the project is within the scope of the Lakeshore Village Specific Plan as analyzed in the Final MND. Thus, the Final MND, in conjunction with this CEQA checklist, serve as the environmental review for the proposed Lakeshore Drive Condos Project.

The Final Mitigated Negative Declaration (MND) 2003-03 for the Lakeshore Village Specific Plan No. 2003-02, General Plan Amendment No. 2003-02, and Zone Change No. 2003-03 was adopted by the City of Lake Elsinore (City) on October 7, 2003 as a tool for providing development standards, design theme, and administrative procedures to implement coordinated development of the Specific Plan area. The project site has a General Plan Land Use designation of Lake View District Medium Density Residential (7 to 18 units per net acre) and Lakeshore Village Specific Plan designations of Attached Residential (AR) and Commercial/Residential Flex (CRF), which allow two- to three-story residential buildings.

Development within the Lakeshore Village Specific Plan area is subject to mitigation measures identified in the Lakeshore Village Specific Plan Final MND, the development regulations in the Lakeshore Village Specific Plan, and the City's municipal code. Pursuant to Public Resources Code Section 21167.2, the Lakeshore Village Specific Plan Final MND must be conclusively presumed to be valid with regard to its use for later activities unless any of the circumstances requiring supplemental review exist[1].

This Addendum augments the analysis in the Final MND as provided in State California Environmental Quality Act (CEQA) Guidelines Section 15162 and 15164 and provides the basis for the City's determination that no supplemental or subsequent EIR is required to evaluate the proposed project. Environmental analysis and mitigation measures from the Final MND has been incorporated into this Addendum, and applicability of each has been described.

In addition, the City of Lake Elsinore certified a Final Recirculated Program EIR for its General Plan Update (SCH No. 2005121019) on December 13, 2011 through its adoption of Resolution No. 2011-070. The Final Recirculated Program EIR included evaluation of buildout of the entire City, including the project site, pursuant to the existing Lakeshore Village Specific Plan designations of AR and CRF for the site, which allow two- to three-story residential buildings up to a density of 18 units per net acre. As detailed throughout this CEQA Checklist, there are no project specific significant effects, which are particular to the project or site.

B. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Pursuant to CEQA and the State CEQA Guidelines, the City's review checklist will determine if approval of the requested discretionary actions and subsequent development could cause a change in the conclusions of an adopted CEQA document and disclose any change in circumstances or new information of substantial importance that would substantially change the conclusions of the Final MND. This environmental checklist provides the City with information to document potential impacts

[1] *See Pub. Resources Code, § 21167.2; Laurel Heights Improvement Ass'n v. Regents of the University of California (1993) 6 Cal.4th 1112, 1130 ("[a]fter certification, the interests of finality are favored"); Santa Teresa Citizen Action Group v. City of San Jose (2003) 114 Cal. App. 4th 689, 705-706.)*

of the proposed project.

Section 15164(b) of the State CEQA Guidelines states that an Addendum to an adopted negative declaration may be prepared "if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for preparation of a subsequent EIR or negative declaration have occurred." Pursuant to Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR or negative declaration shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence, that one or more of the following conditions are met:

1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

    a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration.

    b) Significant effects previously examined will be substantially more severe than identified in the previous EIR.

    c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.

    d) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

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

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

The City of Lake Elsinore is designated the Lead Agency, in accordance with Section 15050 of the CEQA Guidelines. The Lead Agency is the public agency which has the principal responsibility for carrying out or approving a project which may have significant effects upon the environment. The City as the Lead Agency determined that, as documented in this Addendum to the previously adopted Final MND, no supplemental or subsequent EIR or negative declaration is required for the proposed project.

C. INTENDED USES OF THIS CEQA ADDENDUM

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

The City of Lake Elsinore adopted the Lakeshore Village Specific Plan and Mitigated Negative Declaration (MND) No. 2003-03 (Resolution No. 2003-52) on October 28, 2003. Individual development projects that implement the Lakeshore Village Specific Plan are eligible for review through preparation of an Addendum to an adopted negative declaration (per CEQA Guidelines Section 15164) if none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR or negative declaration have occurred.

The proposed project would develop an approximately 10.29-acre vacant and undeveloped site along Lakeshore Drive within the Lakeshore Village Specific Plan area. The project would construct 140 two-story duplex townhome residences that would be consistent with the Attached Residential (AR) and Commercial/Residential Flex (CRF) Specific Plan designation of the project site. As detailed in Section 3.1.3, the proposed project is consistent with the Lakeshore Village Specific Plan.

Based on the proposed project description and knowledge of the project site, and findings of the Lakeshore Village Specific Plan Final MND, the City has concluded that the proposed project would not result in any new or increased impacts not previously disclosed in the Lakeshore Village Specific Plan Final MND. For these reasons, the City has concluded that the project qualifies for an addendum to the previous CEQA review set forth in CEQA Guidelines Sections 15162 and 15164.

D. CONTENTS OF THIS CEQA ADDENDUM

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

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

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

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

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

less than significance.

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

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

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

E. SCOPE OF ENVIRONMENTAL ANALYSIS

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

1. **No New Impact/No Impact:** A designation of no impact is given when the proposed project would not result in changes to potential impacts to the environment as compared to the original project.

2. **Minor Technical Changes or Additions/Less Than Significant Impact:** An Addendum to previous CEQA documentation is required if only minor technical changes or additions are necessary and none of the criteria for a subsequent EIR or MND is met.

3. **New Information Identifying New Mitigation:** This applies where incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

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

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

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

1. Tiered Documents

As permitted in CEQA Guidelines Section 15152(a), the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader

EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.

Tiering is defined in CEQA Guidelines Section 15385 as follows:

> "Tiering" refers to the coverage of general matters in broader EIRs (such as on general plans or policy statements) with subsequent narrower EIRs or ultimately site-specific EIRs incorporating by reference the general discussions and concentrating solely on the issues specific to the EIR subsequently prepared. Tiering is appropriate when the sequence of EIRs is:
>
> (a) From a general plan, policy, or program EIR to a program, plan, or policy EIR of lesser scope or to a site-specific EIR;
>
> (b) From an EIR on a specific action at an early stage to a subsequent EIR or a supplement to an EIR at a later stage. Tiering in such cases is appropriate when it helps the Lead Agency to focus on the issues which are ripe for decision and exclude from consideration issues already decided or not yet ripe.

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

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

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

> "Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to effects which:
>
> (1) Were not examined as significant effects on the environment in the prior EIR; or
>
> (2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions or other means."

For this document, the City of Lake Elsinore Lakeshore Village Specific Plan Final Mitigated Negative Declaration (MND) (No. 2003-03, Resolution No.2003-52) is tiered from. The Final MND incudes evaluation of each of the CEQA topic areas, identifies conditions of approval that are required for development of the Specific Plan area, and includes a Mitigation Monitoring and Reporting Program (MMRP) that identifies required mitigation for development of the project site.

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

General Plan Final EIR.

2. Incorporation by Reference

A CEQA document may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of the EIR or Negative Declaration. (CEQA Guidelines Section 15150[a])

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

- Where part of another document is incorporated by reference, such other document shall be made available to the public for inspection at a public place or public building. The EIR or Negative Declaration shall state where the incorporated documents will be available for inspection. At a minimum, the incorporated document shall be made available to the public in an office of the Lead Agency. (CEQA Guidelines Section 15150[b])

- The incorporated part of the referenced document shall be briefly summarized where possible or briefly described if the data or information cannot be summarized. The relationship between the incorporated part of the referenced document and the EIR shall be described. (CEQA Guidelines Section 15150[c])

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

3. Documents Incorporated by Reference/Technical Studies

a. The following documents are hereby incorporated by reference:

- City of Lake Elsinore General Plan Update Final Recirculated Program Environmental Impact Report ("General Plan EIR") (SCH #2005121019), certified December 13, 2011. The General Plan EIR, from which this document is tiered, addresses the entire City of Lake Elsinore and provides background and inventory information and data which apply to the project site. Incorporated information and/or data will be cited in the appropriate sections.
- City of Lake Elsinore Lakeshore Village Specific Plan that was adopted by the City on October 28, 2003. The Specific Plan is intended to provide for the orderly and efficient development of the area. It provides the type, location, intensity and character of development, along with the infrastructure to support the planned land uses. The project's compliance with the incorporated Specific Plan will be cited in the appropriate sections.
- City of Lake Elsinore Lakeshore Village Specific Plan Final MND (Final MND) (No. 2003-

03, Resolution No.2003-52), was adopted by the City on October 28, 2003. The Final MND identifies conditions of approval that are required for development of the Specific Plan area and includes a Mitigation Monitoring and Reporting Program (MMRP) that identifies required mitigation for development of the Specific Plan area.

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

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

Appendix A: *Air Quality, Energy, and GHG Emissions Impact Analysis*, prepared by Vista Environmental, 2022.

Appendix B: *General Biological Assessment*, prepared by Hernandez Environmental Services, 2022.

Appendix C: *Cultural Resources Study*, prepared by Brian F. Smith and Associates, Inc., 2022.

Appendix D: *Geotechnical Investigation*, 2017 and *Geotechnical Update*, 2021, prepared by Sladden Engineering, Inc.

Appendix E: *Paleontological Assessmen*t, prepared by Brian F. Smith and Associates, Inc., 2022.

Appendix F: *Phase I Environmental Site Assessment*, prepared by Sladden Engineering, Inc., 2021.

Appendix G: *Preliminary Hydrology Report*, prepared by Wilson Mikami Corporation, 2022.

Appendix H: *Project Specific Water Quality Management Plan*, prepared by Wilson Mikami Corporation, 2022.

Appendix I: *Noise Impact Analysis*, prepared by Vista Environmental, 2022.

Appendix J: *Traffic Impact Analysis*, prepared by EPD Solutions, Inc, 2022.

Appendix K: *Vehicle Miles Traveled (VMT) Screening Analysis Memo*, prepared by EPD Solutions, Inc, 2022.

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

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

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

II. PROJECT DESCRIPTION

A. PROJECT LOCATION AND SETTING

Project Location

The 10.29-acre project site is located at 16540 Lakeshore Drive, which is at the southwest side of the intersection of Lakeshore Drive and Gunnerson Street in the northwestern portion of the City of Lake Elsinore. The project site is located to the west of Interstate 15 (I-15). Local access to the site is provided by Lakeshore Drive and SR-74.

The project site consists of two parcels with the following Assessor's Parcel Numbers (APNs): 379-230-001 and 379-230-002. The site is located in Section 3.5, Township 5 South, Range 5 West as shown on the Alberhill and Lake Elsinore, California 7.5-minute U.S. Geologic Survey (USGS) topographic maps.

The site is bound by Lakeshore Drive to the northeast, a mobile home park, preschool and retail commercial uses to the northwest, retail commercial and two-story single-family residences to the southeast, and two-story townhome residences to the southwest.

Existing Project Site

The elevation of the site is approximately 1,304 to 1,320 feet above mean sea-level and the topography of the site is relatively flat with a slight slope northwest to southeast. The project site is currently vacant and undeveloped. The site is dominated by non-native ruderal vegetation. A man-made, unvegetated basin containing a storm drain outlet is located within the northern portion of the site. The basin is an isolated feature that is cleared and maintained regularly.

Existing General Plan and Specific Plan Designations

The project site has a General Plan Land Use designation of Lake View District Medium Density Residential and Lakeshore Village Specific Plan designations of Attached Residential (AR) and Commercial/Residential Flex (CRF). The Lake View District Medium Density Residential allows for a variety of residential types and prescribes a density range of 7 to 18 units per net acre. The Specific Plan states that the AR designation is to provide for two to three-story residential buildings, and that the CRF designation is to provide for either one- and two-story commercial structures or two- to three-story residential buildings consistent with the AR designation.

Surrounding Land Uses, General Plan and Zoning Designations

The project site is located within a developed and urbanizing area. The project site is bound by Lakeshore Drive, which is an arterial roadway, a variety of residential development types, and retail commercial land uses, as detailed below:

North: Area to the north of the project site includes Lakeshore Drive followed by vacant parcels, commercial uses, residential uses, and church uses.

West: Area to the west of the project site includes mobile home and attached townhome residential uses, a preschool, and retail commercial uses.

South: Area to the south of the project site includes single-family and attached townhome residential uses.

East: Area to the east of the project site includes single-family residential and retail commercial uses.

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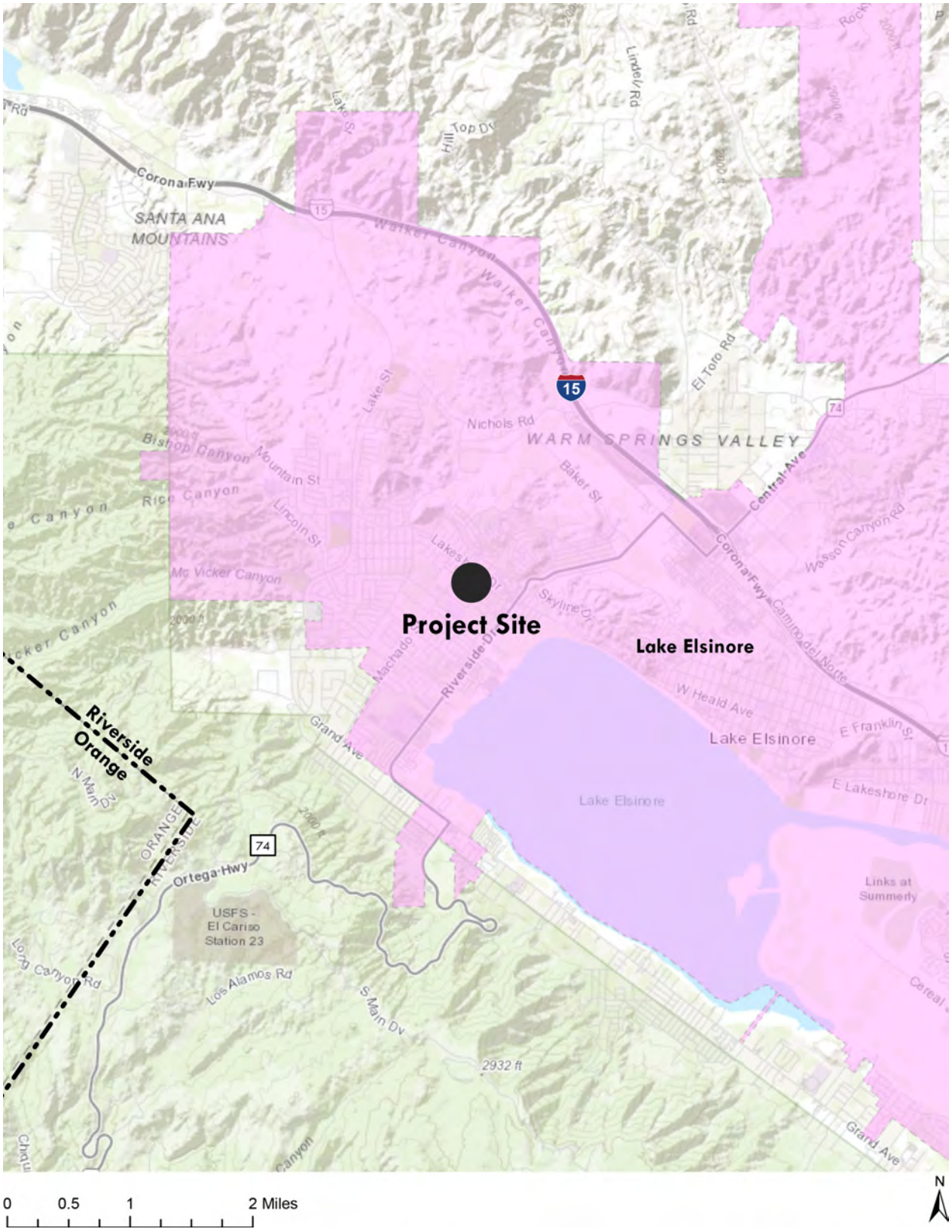
Regional Location



Lakeshore Drive Residential
City of Lake Elsinore

Figure 1

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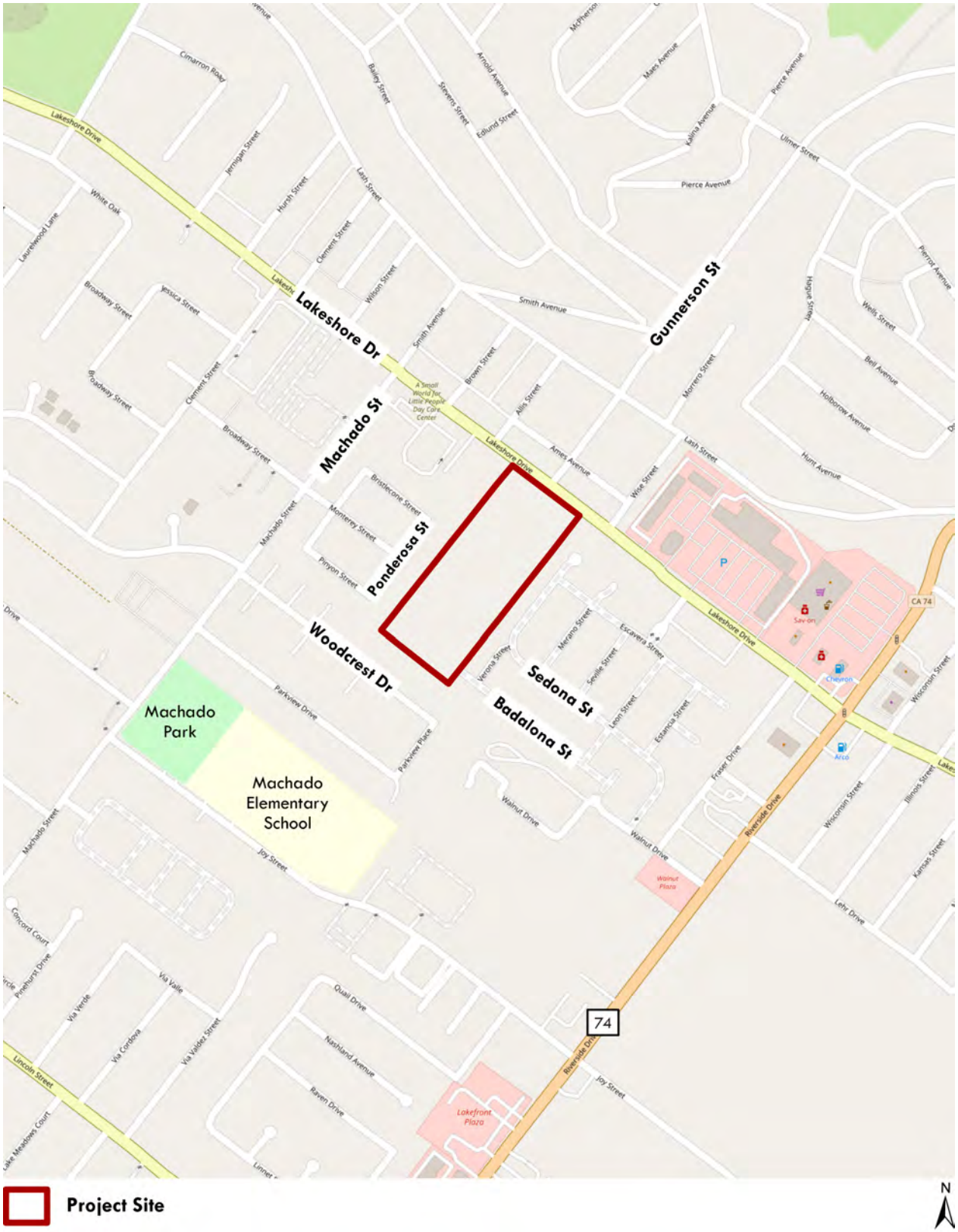
Local Vicinity



Lakeshore Drive Residential
City of Lake Elsinore

Figure 2

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Aerial View of the Project Site and Vicinity

Lakeshore Drive Residential
City of Lake Elsinore

Figure 3

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

Table 1: Surrounding Existing Land Use and Zoning Designations

	Existing Land Use	General Plan Designation	Zoning Designation
North	Vacant parcels, commercial uses, residential uses, and church uses	General Commercial and Neighborhood Commercial	(C1) Neighborhood Commercial and (CP) Commercial Park
West	Mobile home and attached townhome residential uses, a preschool, and retail commercial uses	High Density Residential General Commercial and Medium Density Residential	(MC) Mobile Home Community, (R2) Medium Density Residential, (CP) Commercial Park
South	Single-family and attached townhome residential uses	Lakeshore Village Specific Plan and Medium Density Residential	Lakeshore Village Specific Plan and (R2) Medium Density Residential
East	Single-family residential and retail commercial uses	Lakeshore Village Specific Plan and General Commercial	Lakeshore Village Specific Plan and (C1) Neighborhood Commercial

B. PROJECT DESCRIPTION

Development Summary
The project includes a Tentative Tract Map (TTM) for condominium purposes with a single lot tract map. The proposed project would develop the project site with 140 two-story duplex condominium residences, parking, recreation areas, and the associated amenities and infrastructure. The proposed site plan provided as Figure 4, *Conceptual Site Plan*.

The residences would range in size from approximately 1,807 square feet (SF) to approximately 2,008 SF and include four different two-story floor plan options as detailed below in Table 2. Minor adjustments may occur as the project is processed through the City. Consistent with Chapter 12, Section 1202 of the Uniform Building Code, the project would install a standard forced air conditioning and heating system with a filtered outside air intake vent within each residence.

Table 2: Proposed Residence Plan Options

Plan 1	Plan 2	Plan 3	Plan 4
1,995 SF 3 Bedrooms 2.5 Bathrooms 2 Car Garage	1,807 SF 3 Bedrooms 2.5 Bathrooms 2 Car Garage	1,891 SF 4 Bedrooms 3 Bathrooms 2 Car Garage	2,008 SF 4 Bedrooms 3 Bathrooms 2 Car Garage
34 Plan 1 Units	35 Plan 2 Units	27 Plan 3 Units	44 Plan 4 Units

Recreation and Open Space
The project includes development of a 0.86-acre recreation area and a recreation center on the site. The 0.86-acre open space recreation area would include playground equipment, swing set, barbeques, overhead trellis, turf areas, seating, sidewalks. The recreation center would include restrooms, drinking fountains, pool and spa, shade structure, lounge chairs, table, and chairs. Figure 5, *Open Space, Recreation, and Landscape Conceptual Plan,* illustrates the recreation area landscaping and amenities and Figure 6 shows the proposed park and recreation center.

Walls, Fences, and Gates
The project proposes that the existing 6-foot-high concrete masonry unit (cmu) wall to remain along the three sides of the site, and that a new 6-foot-high cmu wall be constructed along the project site boundary with Lakeshore Drive. Pedestrian and vehicular entry gates would be 6-foot-high metal rolling security gates at the project driveway at Lakeshore Drive, as shown in Figure 7, *Conceptual Entry Plan*. Residences and private exterior spaces would be separated by rear and side yard 5-foot-6-inch-high vinyl fences, as shown in Figure 8, *Conceptual Gate and Wall Plan*.

Circulation
As depicted in Figure 7, *Conceptual Entry Plan* and Figure 8, *Conceptual Gate and Wall Plan*, the project would develop a gated driveway to the site from Lakeshore Drive. A 56-foot-wide main driveway with a landscaped median would be located at Lakeshore Drive, at the center of the site frontage. The proposed 26-footwide onsite roadway would circle the site and provide access to each garage and parking space. The project would include sidewalks throughout the project site.

The project also includes off-site circulation improvements. The proposed project would install a traffic signal at the intersection of Lakeshore Drive and Gunnerson Street-Project Driveway. Lakeshore Drive would be improved along the project frontage to provide dedication for 3-lanes, consistent with the urban arterial roadway designation, and would have a right turn lane into the project site, a lane going straight on Lakeshore Drive, and a left-turn lane onto Gunnerson Street, as shown in Figure 9, *Lakeshore Drive and Gunnerson Street Stripping*.

Parking
The proposed project would provide garage, driveway, and open guest parking. Each residence would have a two-car garage. The project would also provide 12 driveway spaces and 56 open guest spaces for residences and visitors. In total the project would provide 348 spaces, which equates to 2.49 parking spaces per units.

Landscaping
Landscaping proposed as part of the project would consist of ornamental trees, vines, shrubs, and groundcovers throughout the common areas of the development, such as along roadways, common walls, site boundary, and the open space/recreation areas. Trees would be installed along the proposed sidewalks throughout the project site and along Lakeshore Drive. The roadway entrance to the project site would have a landscaped median and decorative landscaping at the entrance to the residential neighborhood. Figure 5, *Open Space, Recreation, and Landscape Conceptual Plan*, illustrates the proposed landscaping. The landscape plan would be consistent with the Water Efficient Landscape Requirements (Municipal Code Chapter 19.08).

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

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

Lighting
Outdoor lighting included as part of project would be typical of residential uses and would consist of wall-

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

Infrastructure Improvements

Roadway

The project includes off-site improvements to install a traffic signal at the intersection of Lakeshore Drive and Gunnerson Street-Project Driveway and provide half-width roadway improvements to Lakeshore Drive. The project includes widening Lakeshore Drive to three lanes, adding left turn lanes on Lakeshore Drive to enter the project and to enter Gunnerson Street and constructing a 6-foot-wide sidewalk along the project frontage, consistent with the urban arterial roadway Circulation Element designation. Streetlights and parkway landscaping would also be installed along Lakeshore Drive fronting the project site.

Water and Sewer

The proposed project would install onsite 8-inch water lines that would serve each of the proposed residences and would connect to the existing 12-inch water line within Lakeshore Drive. The project would also install 8-inch sewer lines that would and serve each of the proposed residences and convey wastewater to the existing EVMWD 15-inch sewer line in Lakeshore Drive.

Drainage

The project includes installation of two bio filtration units and an underground storm water detention basin that would be located under the proposed recreation center. The proposed project would install an onsite drainage system that could convey runoff to the bio filtration units and an underground storm water detention basin. From the detention basin, runoff would flow to the existing 60-inch storm drain line that is located within Lakeshore Drive.

CONSTRUCTION

Construction activities include excavation, grading, and re-compaction of soils; utility and infrastructure installation; building construction; roadway pavement; and architectural coatings. Excavation and grading would occur to an approximate depth of 3 feet below existing grade or 2 feet below the bottom of the footings, whichever is deeper. Grading of the project site would require 13,160 cubic yards of cut and 8,130 cubic yards of fill, with approximately 3,714 cubic yards of shrinkage which would require the export of approximately 3,714 cubic yards of dirt. The export of dirt would require a total of 464 haul truck trips (average 15.5 haul truck trips per day over 30 workdays for the grading phase). Construction activities are anticipated to last 18 months and would occur within the hours allowable by the City of Lake Elsinore Municipal Code Section 17.176.080, which prohibits construction activities between the hours of 7:00 p.m. and 7:00 a.m. or at any time on weekends or on holidays.

Table 3: Construction Schedule

Construction Phase	Working Days
Site Preparation	10
Grading	30
Building Construction	300
Paving	45
Architectural Coating	45

Also, to comply with Municipal Code Section 17.176.080(F)(2), the proposed construction process includes constructing the proposed six-foot high cmu wall on the northwest side, adjacent to the preschool, prior to the start of grading and construction activities. In addition, the proposed construction would provide a 100-foot setback between stationary construction equipment and offsite sensitive receptors. Should any stationary construction equipment need to be used within 100 feet of any off-site sensitive receptors, a temporary sound barrier would be installed between the stationary equipment and nearby sensitive receptors.

DISCRETIONARY APPROVALS AND PERMITS

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

CITY OF LAKE ELSINORE

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

Conceptual Site Plan

Lakeshore Drive Residential
City of Lake Elsinore

Figure 4

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Proposed Open Space, Recreation, and Landscape Conceptual Plan

LANDSCAPE AREA TABULATION:

• TOTAL SITE AREA (NET)	= 423,318 SF
• LESS TOTAL STREETS & ALLEYS	108,029 SF
• LESS TOTAL BUILDING AREA	169,756 SF
• LESS REC. CENTER BLDG.	808 SF
• TOTAL LANDSCAPE AREA	= 144,725 SF (34%)

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CONT	QTY
	KOELREUTERIA BIPINNATA / CHINESE FLAME TREE	24" BOX	11
	LAGERSTROEMIA INDICA 'LAVENDER' / LAVENDER CRAPE MYRTLE MULTI-TRUNK	24" BOX	65
	MAGNOLIA GRANDIFLORA 'LITTLE GEM' / LITTLE GEM DWARF SOUTHERN MAGNOLIA	24" BOX	126
	PHOENIX DACTYLIFERA 'MEDJOOL' / DATE PALM	10' BTH	16
	PINUS CANARIENSIS / CANARY ISLAND PINE	24" BOX	7
	PROSOPIS CHILENSIS 'THORNLESS' / THORNLESS CHILEAN MESQUITE	48" BOX	18
	PRUNUS CAROLINIANA 'COMPACTA' / COMPACT CAROLINA LAUREL CHERRY	24" BOX	91
	WASHINGTONIA FILIFERA / CALIFORNIA FAN PALM	10' BTH	11

SHRUBS	BOTANICAL / COMMON NAME	CONT	O.C. SPACING
	AGAVE DESMETTIANA / SMOOTH AGAVE	5 GAL	3'
	ARCTOSTAPHYLOS X 'EMERALD CARPET' / EMERALD CARPET MANZANITA	1 GAL	3.5'
	BOUGAINVILLEA X 'TORCH GLOW' / TORCH GLOW BOUGAINVILLEA	5 GAL	3'
	CISTUS X PURPUREUS 'BRILLIANCY' / BRILLIANCY ROCK ROSE	1 GAL	3'
	DIANELLA CAERULEA CASSA BLUE / BLUE FLAX LILY	1 GAL	3'
	FESTUCA MAIREI / ATLAS FESCUE	1 GAL	3.5'
	FESTUCA OVINA GLAUCA 'ELIJAH BLUE' / ELIJAH BLUE FESCUE	1 GAL	3'
	HESPERALOE PARVIFLORA 'CORAL GLOW' / CORAL GLOW RED YUCCA	1 GAL	4'
	JUNIPERUS CHINENSIS 'BLUE POINT' / BLUE POINT JUNIPER	5 GAL	4'

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Proposed Park and Recreation Center

1. PLAYGROUND EQUIPMENT
2. SWING SET
3. LOW SEAT WALL
4. BBQ
5. OVERHEAD TRELLIS
6. DINING
7. ARTIFICIAL GRASS W/ BERM
8. SOFT SURFACING
9. ARTIFICIAL BOULDER SEAT
10. SIDEWALK

1. RESTROOM BUILDING
2. POOL / SPA
3. SPA ACCENT WALL
4. POOL FENCING ENCLOSURE
5. OVERHEAD POOL CABANA
6. OVERHEAD DINING CABANA
7. BBQ
8. POOL GATE
9. POOL EQUIPMENT ROOM
10. POOL SHOWERS
11. MENS
12. WOMENS
13. DRINKING FOUNTAIN

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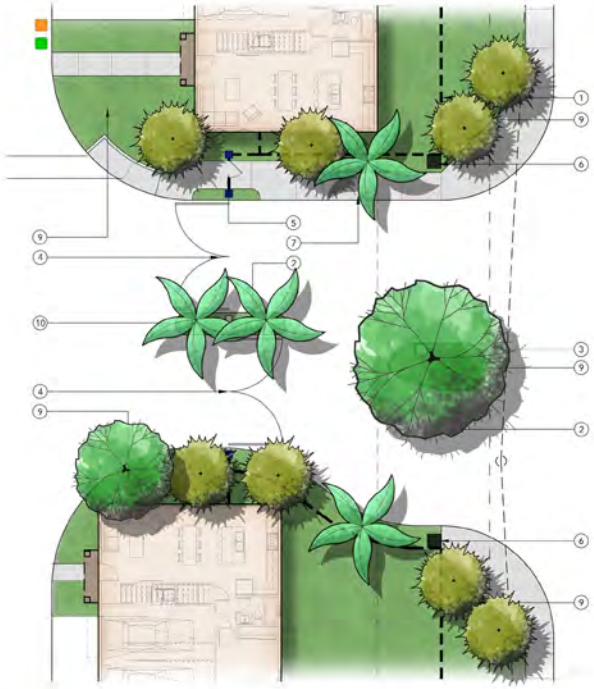
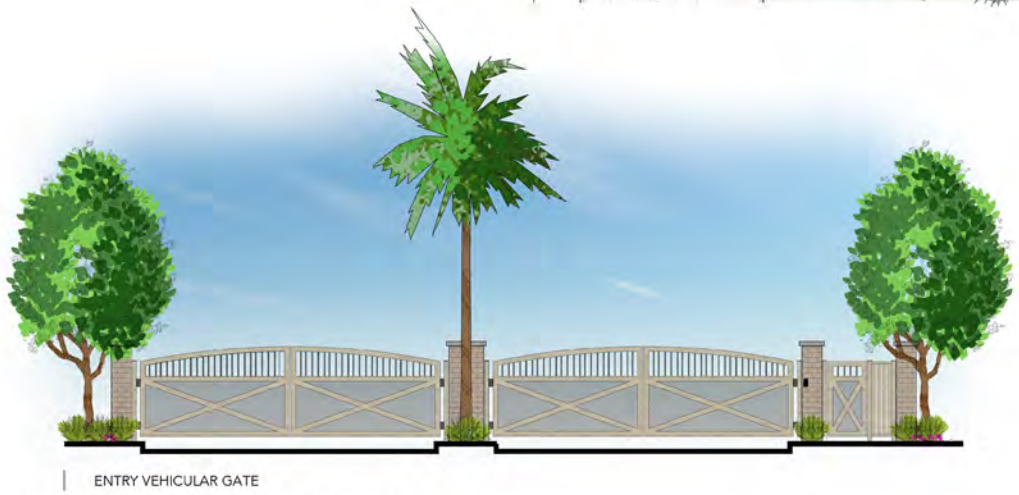
Conceptual Entry Plan





ENTRY VEHICULAR GATE

MONUMENT PILASTER

1. PERIMETER BLOCK WALL
2. PLANTED ISLAND
3. CALL BOX
4. VEHICULAR ENTRY GATE
5. PEDESTRIAN ACCESS GATE
6. MONUMENT SIGNAGE PILASTER
7. SIDEWALK
8. CORNER ACCENT TREE
9. FOCAL TREE
10. VERTICAL ACCENT PALM TREES
11. PROJECT NAME/LOGO

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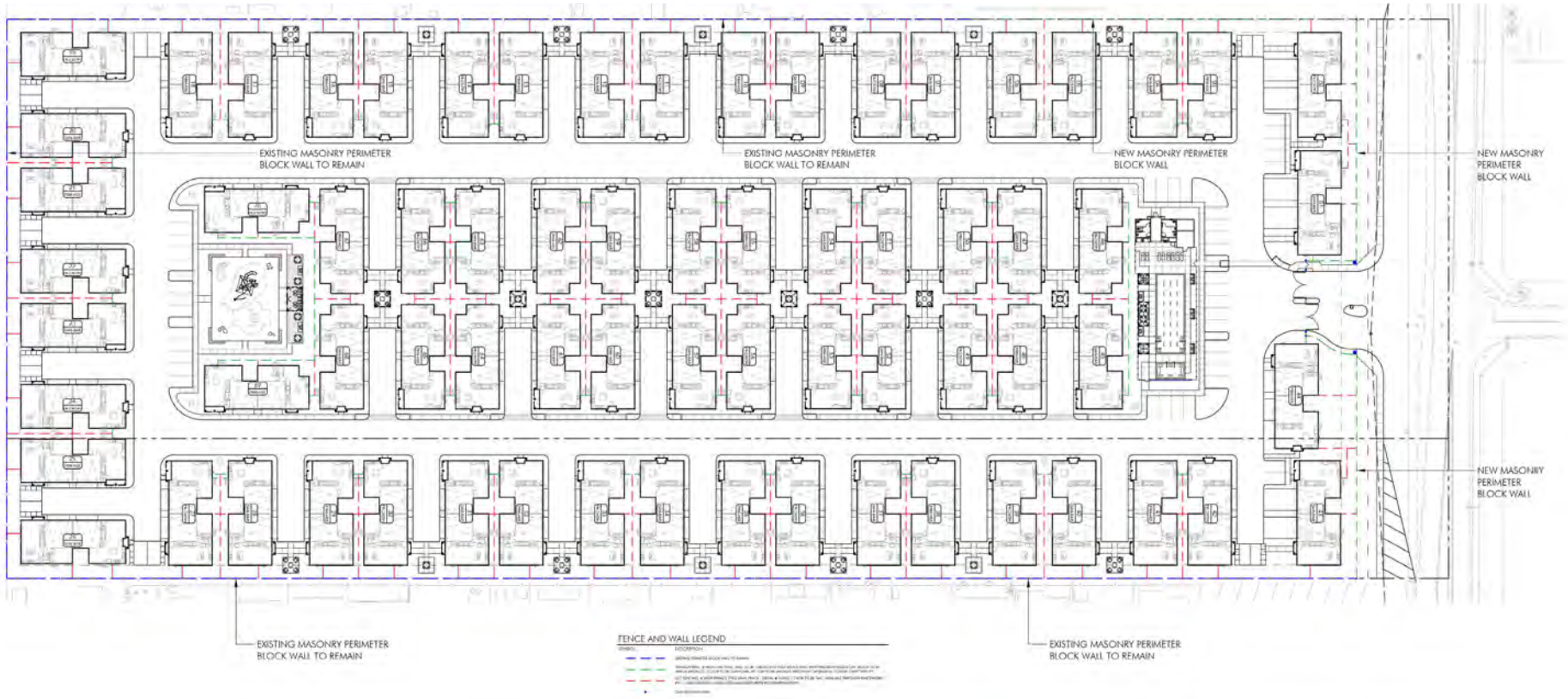
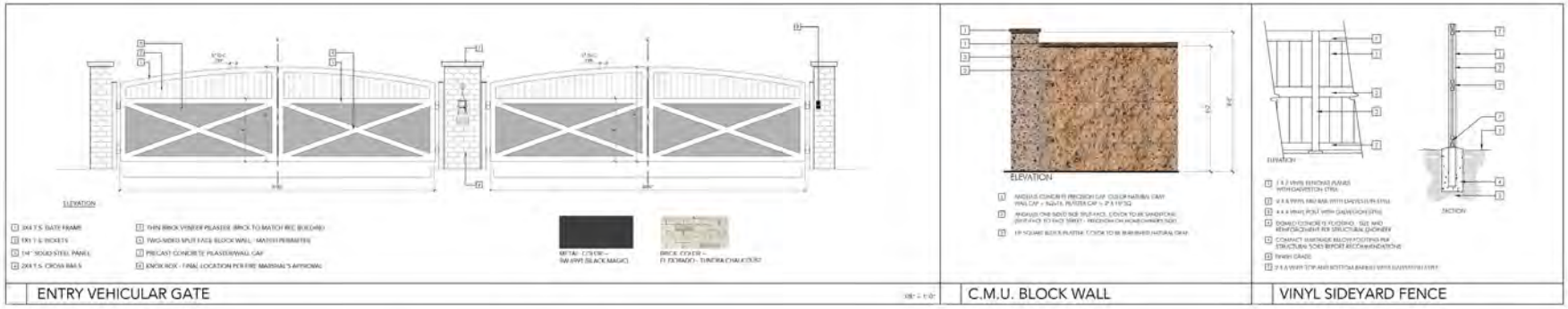
Conceptual Gate & Wall Plan





ENTRY VEHICULAR GATE | C.M.U. BLOCK WALL | VINYL SIDEYARD FENCE

Lakeshore Drive Residential
City of Lake Elsinore

Figure 8

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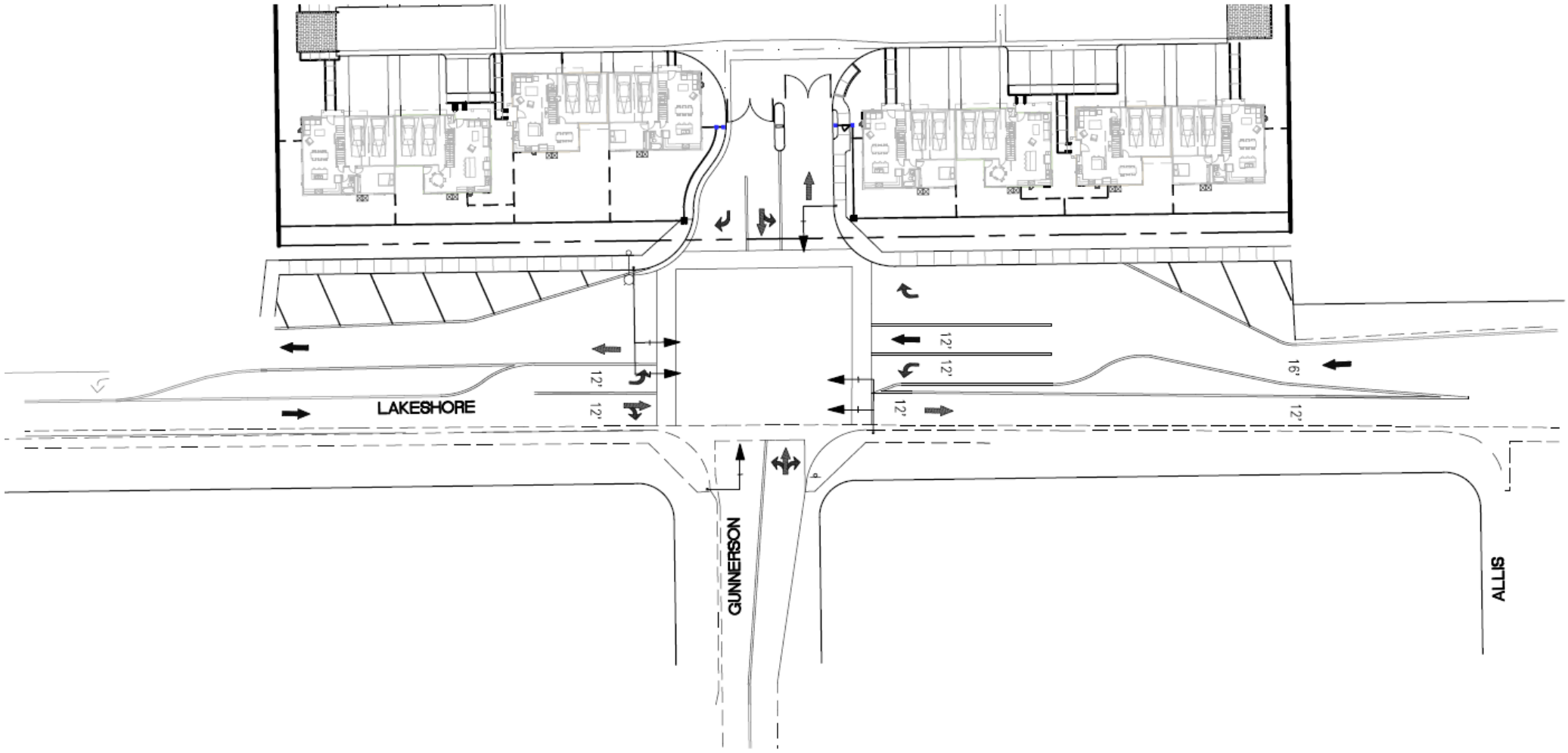
Lakeshore Drive and Gunnerson Street Stripping



Lakeshore Drive Residential
City of Lake Elsinore

Figure 9

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Plan 1 Front Elevation Styles

1 French Country Front

2 Modern Farmhouse Front

3 Santa Barbara Front

4 PLAN 1 - 3D FRONT

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Plan 2 & 3 and Plan 4 & 2 Elevations Santa Barbara

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Plan 4 & 2 Elevations French Country and Modern Farmhouse

Lakeshore Drive Residential
City of Lake Elsinore

Figure 12

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III. ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Project Title: Lakeshore Drive Condos Project

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

3. Contact Person and Phone Number: Kevin Beery, Associate Planner, (951) 674-3124, ext. 805

4. Project Location: See project location and setting in Section II.A, *Project Location and Setting*, above.

5. Project Sponsor's Name and Address: Brett Crowder, Coastal Commercial Properties, 1020 2nd Street, Encinitas, CA 92024

6. General Plan Designation: Lake View District Medium Density Residential

7. Zoning: Lakeshore Village Specific Plan designations of Attached Residential (AR) and Commercial/Residential Flex (CRF)

8. Description of Project: See project description in Section II.B, *Project Description*, above.

9. Surrounding Land Uses and Setting: See project location and setting in Section II.A, *Project Location and Setting*, above.

10. Other Public Agencies Whose Approval is Required: The project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction of Land Disturbance Activities (State Water Resources Control Board [SWRCB] Order No. 2009-0009-DWQ, NPDES No. CA2000002), in addition to related City requirements for storm water and erosion control; South Coast Air Quality Management District (SCAQMD) Permit to Operate.

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

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

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

C. DETERMINATION

On the basis of this initial evaluation

☐ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR adequately discusses the potential impacts of the project without modification.

☒ This CEQA Addendum concludes that none of the conditions or circumstances that would require preparation of a subsequent or supplemental MND or EIR pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162 exists in connection with the design of the Project. The project is consistent with the Lakeshore Village Specific Plan. No substantial changes have been proposed to the project described in the Lakeshore Village Specific Plan or MND that require major revisions to Final MND or require preparation of an EIR. No new significant environmental effects or substantial increase in the severity of previously identified significant environmental effects would occur. This CEQA Addendum also indicates that there have not been any substantial changes with respect to the circumstances under which development of the project site, including the project, would be undertaken that would require major revisions to the Final MND or require preparation of an EIR. This CEQA Addendum also concludes that no new information of substantial importance, which was not known and could not have been known at the time that the Final MND was certified, shows that the project would cause or substantially worsen significant environmental impacts discussed in the Final MND.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new

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

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous MND adequate for the project in the changed situation. Therefore, a Supplemental MND is required.

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

Kevin Beery — February 22, 2023

(Kevin Beery, Associate Planner, City of Lake Elsinore) — Date

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☐	☒
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest uses?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
III. AIR QUALITY. Where available, significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES. Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒
b) Have a substantial adverse effect on	☐	☐	☐	☐	☒

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒
V. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?	☐	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	☐	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☐	☒
VI. ENERGY. Would the project:					
a) Result in potentially significant	☐	☐	☐	☐	☒

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?					
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☐	☒
VII. GEOLOGY AND SOILS. Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal	☐	☐	☐	☐	☒

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
systems where sewers are not available for the disposal of wastewater?					
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☐	☒
VIII. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☐	☒
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the	☐	☐	☐	☐	☒

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

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
control plan or sustainable groundwater management plan?					
XI. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?	☐	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐	☒
XII. MINERAL RESOURCES. Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
XIII. NOISE. Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies?	☐	☐	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒
XIV. POPULATION AND HOUSING. Would the project:					
a) Induce substantial unplanned population growth in an area, either	☐	☐	☐	☐	☒

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?					
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒
XV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a) Fire protection?	☐	☐	☐	☐	☒
b) Police protection?	☐	☐	☐	☐	☒
c) Schools?	☐	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☐	☒
e) Other public services/facilities?	☐	☐	☐	☐	☒
XVI. RECREATION.					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
XVII. TRANSPORTATION. Would the project:					
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous	☐	☐	☐	☐	☒

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
intersections) or incompatible uses (e.g., farm equipment)?					
d) Result in inadequate emergency access?	☐	☐	☐	☐	☒
XVIII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	☐	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☐	☒
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider, which serves or may serve the	☐	☐	☐	☐	☒

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?					
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☐	☒
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☐	☒
XXI. MANDATORY FINDINGS OF SIGNIFICANCE					
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or	☐	☐	☐	☐	☒

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous MND	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact
wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?					
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☐	☒

IV. ENVIRONMENTAL ANALYSIS

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

I. AESTHETICS

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Final MND describes that Specific Plan area is located within an urbanized area of Downtown Lake Elsinore, around the lake, and that the Specific Plan would construct residential and commercial development in accordance with the Specific Plan and City zoning standards which regulate building design, mass, bulk, height, etc. The Final MND determined that development within the Specific Plan area would not be so massive as to result in adverse effects to any scenic vista and that development requires Design Review approval by the City, which ensures that future development would be designed as aesthetically attractive as possible and feasible and will not adversely affect any important scenic vista.

The Final MND also determined that there are no sensitive scenic resources or state scenic highways within the project area or neighboring areas, and that impacts to this issue would not occur. The Final MND describes that the visual character of the project vicinity would not be compromised since Specific Plan development would "blend" with other existing and future neighboring development, and that development requires Design Review approval by the City, which ensures that the proposed project will be designed as aesthetically attractive as possible and feasible.

In addition, the Final MND determined that light and glare from the Specific Plan development is not considered significant. The Final MND describes that the site is located within an urbanized area and already experiences levels of light and/or glare. Consequently, the perception of new and additional light disturbances is lessened. Any future development requires Design Review approval by the City, which ensures that future development would be designed to alleviate light and/or glare disturbances.

Lakeshore Village Specific Plan Final MND Mitigation Measures

None.

Impacts Associated with the Proposed Project

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

Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. A scenic vista can be impacted in 2 ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or “vista” of the scenic resource. Important factors in determining whether the proposed project would block scenic vistas include the project’s proposed height, mass, and location relative to surrounding land uses and travel corridors.

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

Scenic vistas within and surrounding the City include the lake and Cleveland National Forest mountains and ridgelines.

The project site is not within the scenic vista of the lake or the mountains. The site is located 0.70 mile from the lake and 1.40 miles from the closest mountain hillside. In addition, the site is surrounded by existing development. Therefore, the site is not located within a scenic vista, and the proposed project would not encroach into a scenic vista.

Consistent with the existing development on the east/southeast and south/southwest sides of the site, the proposed project would develop the site with residential structures that would be two-stories (a maximum of 27-feet) in height and consistent with the Specific Plan regulations related to size and location of structures (as detailed in response I.c, below). The proposed project would blend in with the adjacent existing residences and would not encroach into a scenic vista. Thus, no new impacts related to scenic vistas would occur with implementation of the proposed project.

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

The State Scenic Highway System includes a list of highways that are either currently designated or eligible for designation as scenic highways. The California Department of Transportation (Caltrans) identifies SR-74 as eligible for listing as state scenic highways, but it is not officially designated. The project site is located 0.30 mile from SR-74. Lakeshore Drive intersects with SR-74 0.30 mile east of the site. However, the site is not within the view corridor of SR-74 due to the existing intervening development. Also, the project site is vacant and undeveloped and does not include any scenic resources. The project includes landscaping and decorative wall treatments along Lakeshore Drive to improve views of the site. Therefore, the project would not result in new impacts related to scenic resources within a state scenic highway.

(Sources: City of Lake Elsinore General Plan and General Plan EIR, Section 3.3, *Aesthetics*, 2011; California State Scenic Highway System Map, Accessed: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa)

c) In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (No New Impact.)

The project site is located within an urbanized area that is adjacent to roadways, residential, and recreational uses. The development area of the project site is undeveloped and vacant, except for the existing boundary wall. The existing character of the development portion of the site is neither unique nor of special aesthetic value or quality.

The project would develop this area to provide 140 new residences with recreation areas and open space areas, which would be consistent with the residential uses that are adjacent to the site. The project would also landscape the front of the site along Lakeshore Drive to enhance the existing visual character and quality of public views of the site from the arterial roadway.

General Plan. The project site has a General Plan Land Use designation of Lake View District Medium Density Residential that provides for residential uses at a density of between 7 and 18 dwelling units per acre. The proposed project includes 140 duplex residences within a 9.71-acre portion of the site (not including the public ROW) resulting in 14.4 units per acre. Thus, the project would be within the allowable

density of the Lake View District Medium Density Residential land use. In addition, the project would be consistent with the General Plan policies related to scenic quality, as shown in Table AES-1. Therefore, conflicts with General Plan regulations governing scenic quality would not occur.

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

General Plan Policy	Project Consistency
Policy 11.1 For new developments and redevelopment, encourage the maintenance and incorporation of existing mature trees and other substantial vegetation on the site, whether naturally-occurring or planted, into the landscape design.	**Consistent.** The proposed project does not contain existing mature trees and other substantial vegetation on the site. However, the project includes installation of new ornamental trees and other landscaping throughout the project site, as shown in Figure 5, *Open Space, Recreation, and Landscape Conceptual Plan*. Therefore, the project would be consistent with Policy 11.1.
Policy 11.2 Maintain and improve the quality of existing landscaping in parkways, parks, civic facilities, rights-of-ways, and other public open areas.	**Consistent.** The proposed project includes installation of new landscaping throughout the project site, within the open space recreation area, and along Lakeshore Drive, as shown in Figure 5, *Open Space, Recreation, and Landscape Conceptual Plan.* Therefore, the project would be consistent with Policy 11.2.
Policy 11.3 Where appropriate, encourage new planting of native and/or non-invasive ornamental plants to enhance the scenic setting of public and private lands.	**Consistent.** The proposed project includes installation of non-invasive ornamental plants to enhance the scenic setting of public and private lands as shown in Figure 5, *Open Space, Recreation, and Landscape Conceptual Plan*. Therefore, the project would be consistent with Policy 11.3.
Goal 5 Support a revitalized Riverside Drive and Lakeshore Drive that are consistent with the mixed-use corridor's urban design character.	**Consistent.** The proposed project includes half width improvements to Lakeshore Drive and installation of new ornamental trees and other landscaping along Lakeshore Drive. Therefore, the project would be consistent with Goal 5.

(Sources: City of Lake Elsinore General Plan and General Plan EIR, Section 3.3, *Aesthetics*, 2011)

Lakeshore Village Specific Plan. The project site has Lakeshore Village Specific Plan designations of Attached Residential (AR) and Commercial/Residential Flex (CRF). The Specific Plan states that the AR designation is to provide for two to three-story residential buildings, and that the CRF designation is to provide for either one- and two-story commercial structures or two- to three-story residential buildings consistent with the AR designation.

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

Table AES-2: Consistency with Lakeshore Village Residential Development Standards

Development Criteria	Specific Plan Requirement	Proposed Project
Lot Area Minimum (sq. ft.)	8,400	423,203
Lot Area Per Dwelling Unit (sq. ft)	1,815	3,022
Setbacks (ft)		
• Front - Main Structures	20 average, 15 minimum	20
• Side - Main Structures	10, 15 from public R0W	10
• Rear - Main Structures	10	10
• Front for Parking	10	10
• Accessory Structure - Front	10	10
• Accessory Structure - Side	5	5
• Accessory Structure Rear	5	5
• Projections into Required Yards	Architectural features, any yard	2
Lot Coverage (%)	60	60
Building Height (ft.)	35	27
Accessory Structure Height (fl.)	15	15
Dwelling Unit Size Minimum *(sq.* ft.)		
Two Bedroom or Larger Unit	700 plus 100 for each additional bedroom over two	1,807 sq. ft
Common Open Space	250 per unit	268 per unit
Private Open Space	Units over 600 so. fl., 80 per unit (8' min. dimension)	192 sq ft.
Parking/Unit		
Two or more Bedroom Units	2.33 spaces (1 covered plus 1.33 open space)	2.49 spaces

(Source: City of Lake Elsinore Lakeshore Village Specific Plan)

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

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

The proposed project would include the provision of nighttime lighting for security purposes around all of the residences, recreation areas, and at the project driveway entrance at Lakeside Drive, which would contribute additional sources to the overall ambient nighttime lighting conditions. However, all outdoor lighting would be hooded, appropriately angled away from adjacent land uses. The lighting increase in light that would be generated by the project would not adversely affect day or nighttime views in the area. Overall, no new lighting impacts would occur.

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

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

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

(Sources: City of Lake Elsinore Municipal Code)

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

Mitigation Measures: No mitigation measures are required.

II. AGRICULTURE AND FORESTRY RESOURCES

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

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

Lakeshore Village Specific Plan Final MND Mitigation Measures

None.

Impacts Associated with the Proposed Project

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (No New Impact.)

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

(Sources: California Department of Conservation Important Farmland Mapping, Accessed: https://maps.conservation.ca.gov/DLRP/CIFF/)

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

The project site has a General Plan Land Use designation of Lake View District Medium Density Residential and Lakeshore Village Specific Plan designations of Attached Residential (AR) and Commercial/Residential Flex (CRF). The project site is surrounded by areas zoned for residential and commercial uses. No agricultural zoning is located in the vicinity of the project site and no parcels in the project vicinity have Williamson Act contracts. Therefore, implementation of the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Thus, no new impact would occur.

(Sources: City of Lake Elsinore Zoning map, accessed: http://www.lake-elsinore.org/home/showdocument?id=24603; California Department of Conservation Important Farmland Mapping, Accessed: https://maps.conservation.ca.gov/DLRP/CIFF/)

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

The project site is developed and located in an area that is void of forest land or timberland. In addition, the project site has a General Plan Land Use designation of Lake View District Medium Density Residential and Lakeshore Village Specific Plan designations of Attached Residential (AR) and Commercial/Residential Flex (CRF). Also, the site is surrounded by areas zoned for residential and commercial uses. Therefore, the project would not conflict with existing forest land, timberland, or zoning for forest or timberland uses. Thus, no new impact would occur.

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

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

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

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

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use? (No New Impact.)

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

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

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

Mitigation Measures: No mitigation measures are required.

(Sources: City of Lake Elsinore Zoning map, accessed: http://www.lake-elsinore.org/home/showdocument?id=24603; California Department of Conservation Important Farmland Mapping, Accessed: https://maps.conservation.ca.gov/DLRP/CIFF/)

III. AIR QUALITY

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Final MND determined that the Lakeshore Village Specific Plan would not result in any significant air quality impact or conflict with any air quality plan as the development would not exceed air quality thresholds. The MND determined that the residential and non-residential development within the Specific Plan area are not uses that typically generate substantial pollutant concentrations and therefore, there is no opportunity for any exposure. To ensure that the Specific Plan would not result in any significant impacts, the Final MND included Mitigation Measure AQ-1 that requires each development project to reviews its potential effects on air quality.

Regarding odors, the Final MND determined that residential and non-residential developments proposed for the Specific Plan area are not uses that typically create objectionable odors and that surrounding areas are developed with similar residential and commercial uses, and therefore, no new impacts related to odors would occur.

Lakeshore Village Specific Plan Final MND Mitigation Measures

Final MND Mitigation Measure AQ-1: Prior to its approval, the City shall review any future tentative tract map and/or site plan to determine whether said tract map and/or site plan will result in any potential air quality impact, based on Air Quality District performance and threshold standards. If a potential air quality impact results, the applicant shall comply with City and Air Quality District measures to alleviate said impact.

Project Applicability: *This measure is applicable to the proposed Project, has been completed, and is attached as Appendix A.*

Impacts Associated with the Proposed Project

This section is based on the Air Quality, Energy, and GHG Emissions Impact Analysis (Appendix A). The project's construction and operational emissions were calculated using the California Emissions Estimator Model (CalEEMod), Version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental

professionals to quantify criteria pollutant and GHG emissions associated with construction and operations from a variety of land use projects. The results and conclusions of the report and calculations relative to pollutant emissions are summarized herein.

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

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

The project site has General Plan land use designation of Lake View District Medium Density Residential and Lakeshore Village Specific Plan designations of Attached Residential (AR) and Commercial/Residential Flex (CRF) that provides for residential densities up to 18 dwelling units per acre. The proposed project includes 140 duplex residences within a 9.71-acre portion of the site (not including the public ROW) resulting in 14.4 units per acre. Thus, the project would not exceed the allowable density of the Specific Plan land use. As a result, the development density of the proposed project would not exceed the assumptions in the AQMP and would not conflict with SCAQMD's attainment plans.

Also, as further described in Section XIV, *Population and Housing*, the 140 new residences would result in a 0.7 percent increase in residential units within the City. This limited level of growth would not exceed growth projections and would be consistent with the assumptions in the AQMP. In addition, emissions generated by construction and operation of the proposed project would not exceed thresholds. As described in the analysis below, the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation. Therefore, no new impacts related to conflict with the AQMP would result from the proposed project.

(Sources: *Air Quality, Energy, and GHG Emissions Impact Analysis* Appendix A)

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? (No New Impact.)

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

with implementation of mitigation, impacts would be considered less than significant.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds[2]

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NOx	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SOx	150	150
CO	550	550
Lead	3	3

Construction

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

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to: applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling for the project.

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

[2] Regional thresholds are from the SCAQMD Air Quality Significance Thresholds, March 2015.

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

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation						
Onsite	4.48	50.41	20.01	0.06	10.65	6.02
Offsite	0.08	0.32	0.81	<0.01	0.24	0.07
Total	**4.56**	**50.73**	**20.81**	**0.06**	**10.90**	**6.08**
Grading						
Onsite	3.91	41.69	28.08	0.07	5.68	3.01
Offsite	0.11	1.89	1.24	0.01	0.55	0.17
Total	**4.02**	**43.58**	**29.31**	**0.08**	**6.23**	**3.17**
Building Construction (year 2023)						
Onsite	1.57	14.38	16.24	0.03	0.70	0.66
Offsite	0.70	1.97	7.10	0.02	2.29	0.63
Total	**2.27**	**16.36**	**23.34**	**0.05**	**2.99**	**1.29**
Combined Building Construction (year 2024), Paving, and Architectural Coatings						
Onsite	50.11	24.19	32.60	0.05	1.14	1.07
Offsite	0.22	0.14	2.23	0.01	0.73	0.20
Total	**50.33**	**24.32**	**34.83**	**0.06**	**1.87**	**1.26**
Maximum Daily Construction Emissions	**50.33**	**50.73**	**34.83**	**0.08**	**10.90**	**6.08**
SCQAMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Source: *Air Quality, Energy, and GHG Emissions Impact Analysis*, Appendix A

Operation

Operation of the 140 residences would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. However, vehicular emissions would generate a majority of the operational emissions from the project. Operational emissions associated with the proposed project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD's applicable thresholds. Therefore, operation of the project would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and no new operational impacts would occur.

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

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Sources	7.52	0.13	11.55	<0.01	0.06	0.06
Energy Usage	0.09	0.75	0.32	<0.01	0.06	0.06
Mobile Sources	2.84	3.62	24.93	0.06	5.66	1.54
Total Emissions	**10.45**	**4.50**	**36.79**	**0.06**	**5.78**	**1.66**
SCQAMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Source: *Air Quality, Energy, and GHG Emissions Impact Analysis,* Appendix A

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

The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the

immediate vicinity of the project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. According to the SCAQMD's *Final Localized Significance Threshold Methodology*, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2008). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NOx, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The project site is located in SRA 25, Lake Elsinore.

Sensitive receptors can include residences, schools, playgrounds, childcare centers, athletic facilities. The closest receptors to the project site include mobile homes and a preschool located as near as 10 feet (3 meters) northwest of the project site, single-family residences located as near as 14 feet (4 meters) southeast of the project site, and townhomes located as near as 35 feet (11 meters) to the southwest of the project site. According to SCAQMD LST methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds.

Construction

The localized thresholds from the mass rate look-up tables in SCAQMD's Final LST methodology document, were developed for use on projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5 acres daily. The site is 10.29 acres and the CalEEMod evaluation determined that the proposed project could conservatively disturb a maximum of 4 acres per day.

The *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, prepared by SCAQMD, 2015, provides guidance on how to determine the appropriate site acreage size to utilize for LST analyses. The Fact Sheet details that the maximum number of acres disturbed on the peak day of construction is calculated from the construction equipment list utilized in the CalEEMod model, which identifies that crawler tractors, graders, and rubber-tired dozers disturb 0.5-acre in an 8-hour day and scrapers disturb 1.0-acre in an 8-hour day.

Table AQ-4 lists all of the construction equipment modeled in CalEEMod and utilizes the methodology in the Fact Sheet to calculate the acres disturbed per day. As shown, the maximum disturbed per day would occur during the grading phase when 4.0-acres would be disturbed. As such, the 2-acre and 5-acre project sites thresholds from the SCAQMD look-up tables were interpolated in order to calculate the 4.0-acre threshold that has been utilized.

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

Construction Activity	Equipment Type	Equipment Quantity	Acres Disturbed per piece of Equipment per Day	Operating Hours per Day	Acres Disturbed per Day
Site Preparation	Rubber Tired Dozers	3	0.5	8	1.5
	Crawler Tractors	4	0.5	8	2.0
	Total Acres Disturbed per Day During Site Preparation				**3.5**
Grading	Graders	2	0.5	8	0.5
	Excavators	1	0	8	0
	Rubber Tired Dozers	1	0.5	8	0.5
	Scrapers	2	1.0	8	2.0
	Crawler Tractors	2	0.5	8	1.0
	Total Acres Disturbed per Day During Grading				**4.0**
Building Construction	Cranes	1	0	7	0
	Forklifts	3	0	8	0
	Generator Sets	1	0	8	0
	Tractors/Loaders/Backhoes	3	0	7	0

Construction Activity	Equipment Type	Equipment Quantity	Acres Disturbed per piece of Equipment per Day	Operating Hours per Day	Acres Disturbed per Day
	Welders	1	0	8	0
	Total Acres Disturbed per Day During Building Construction				**0**
Paving	Pavers	2	0	8	0
	Paving Equipment	2	0	8	0
	Rollers	2	0	8	0
	Total Acres Disturbed per Day During Paving				**0**
Architectural Coating	Air Compressor	1	0	6	0
	Total Acres Disturbed per Day During Architectural Coating				**0**
Maximum Acres Disturbed during All Construction Activities					**4.0**

Source: *Air Quality, Energy, and GHG Emissions Impact Analysis,* Appendix A

Table AQ-5 identifies the localized impacts at the nearest air quality sensitive receptor locations in the vicinity of the project site. As shown, the proposed project would result in emissions that would be below the SCAQMD's applicable thresholds. Therefore, LST related construction impacts would be less than significant.

Table AQ-5: Construction Localized Significance Threshold Emissions

	Pollutant Emissions (pounds/day)			
Construction Phase	**NOx**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	50.45	20.11	10.68	6.02
Grading	41.93	28.23	5.75	3.03
Building Construction (Year 2023)	14.63	17.13	0.99	0.74
Combined Building Construction, Paving and Architectural Coatings (Year 2024)	24.20	32.88	1.23	1.09
Maximum Daily Construction Emissions	**50.45**	**32.88**	**10.68**	**6.02**
SCAQMD Local Construction Thresholds[3]	**325**	**1,677**	**11**	**7**
Exceeds Threshold?	No	No	No	No

Source: *Air Quality, Energy, and GHG Emissions Impact Analysis,* Appendix A

Toxic Air Pollutants. The construction equipment would emit diesel particulate matter (DPM), which is a carcinogen, However, the DPM emissions would be short-term in nature and occur intermittently throughout the 18-month construction process. Determination of risk from DPM is considered over a 30-year exposure time. As such, considering the short time frame for construction, exposure to DPM during construction would be less than significant.

Operation

Project-related air emissions from operational onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances create localized emissions. Table AQ-6 shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, and vehicles operating in the immediate vicinity of the project site and the calculated emissions thresholds. As detailed, the on-going operations of the proposed project would not exceed the localized significance thresholds. Therefore, LST related operational emissions would be less than significant.

Table AQ-6: Operational Localized Significance Threshold Emissions

	Pollutant Emissions (pounds/day)			
Onsite Emission Source	**NOx**	**CO**	**PM10**	**PM2.5**
Area Sources	0.13	11.55	0.06	0.06
Energy Usage	0.75	0.32	0.06	0.06
Mobile Sources	0.45	3.12	0.71	0.19
Total Emissions	**1.33**	**14.98**	**0.83**	**0.32**
SCAQMD Local Operational Thresholds	**325**	**1,677**	**3**	**2**
Exceeds Threshold?	No	No	No	No

Source: *Air Quality, Energy, and GHG Emissions Impact Analysis,* Appendix A

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

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

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

As detailed in Section XVII, *Transportation*, shown on Table T-2, the proposed project would generate 67 new vehicle trips (21 inbound trips and 46 outbound trips) during the AM peak hour. During the PM peak hour, the project would generate 80 vehicle trips (45 inbound trips and 35 outbound trips). Over a 24-hour period, the project is forecast to generate approximately 1,008 daily trips. Thus, the proposed project would not result in an increase in traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix and would not generate a CO hotspot. Therefore, impacts related to CO hotspots from operation of the proposed project would not occur.

(Sources: *Air Quality, Energy, and GHG Emissions Impact Analysis,* Appendix A)

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

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

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a*

natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

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

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

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

(Sources: *Air Quality, Energy, and GHG Emissions Impact Analysis,* Appendix A)

Existing Plans, Programs, or Policies
The following existing requirements would reduce pollutant air quality emissions from the proposed project:

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

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

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

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

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

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

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

Mitigation Measures: The Lakeshore Village Specific Plan Final MND Mitigation Measure for air quality, which is listed previously, was completed through preparation of the Air Quality, Energy, and GHG Emissions Impact Analysis, that is included as Appendix A.

No new mitigation measures are required.

IV. BIOLOGICAL RESOURCES

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Final MND describes that the Specific Plan area is characterized by vegetation and trees that are commonly found in urbanized areas and surrounded by existing development and has been weed abated and the site does not include any special status species or sensitive natural community. The MND determined that the Specific Plan area does not include any riparian habitat, wetland, or jurisdictional areas. The Final MND describes that the Specific Plan area is surrounded by existing development which prevent the project site from functioning as a wildlife corridor; that the City does not have any local policies or ordinances to protect biological resources of local concern, and the Specific Plan would not have any adverse impact on locally protected biological resources. Further, the Final MND describes that there are no known HCPs or NCCPs encompassing the Specific Plan area. The Final MND determined that no significant impacts related to biological resources would occur from implementation of the Specific Plan.

Lakeshore Village Specific Plan Final MND Mitigation Measures

None.

Impacts Associated with the Proposed Project

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

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

(No New Impacts.)

As detailed in the General Biological Assessment, the project site consists of disturbed, ruderal habitat and disturbed, non-vegetated areas that appear to be disked regularly. The dominant plant species observed within these areas include slender wild oats (*Avena barbata*), wall barley (*Hordeum murinum*), fiddleneck (*Amsinckia menziesii*), shortpod mustard (*Hirschfeldia incana*), and wild radish (*Raphanus sativus*). Ornamental plant and tree species including Lemon-scented gum (*Corymbia citriodora*), European fan palm (*Chamaerops humilis*), Oleander (*Nerium oleander*), and Weeping willow (*Salix babylonica*) were observed along the southwestern and western property boundaries. In addition, the project includes a graded man-made basin containing a storm drain outlet located at the northern portion of the project site.

The General Biological Assessment determined that due to the disturbed condition of the site that is surrounded by development and Lakeshore Drive, no sensitive plant or animal species have a potential to occur on the project site; therefore, no sensitive species would be impacted by the project.

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

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

The General Biological Assessment (Appendix B) describes that the project site does not include any riparian habitat or other sensitive natural community. As described in the previous response, the site consists of disturbed, ruderal habitat and disturbed, non-vegetated areas that appear to be disked regularly. The General Biological Assessment describes that the project site contains approximately 0.22 acre of an unvegetated, man-made basin containing a storm drain outlet. The basin was constructed in uplands and directs onsite stormwater flows to the existing adjacent offsite storm drain system and does not include any riparian habitat or other sensitive natural community and the man-made basin is not connected to a natural stream, or other riparian area. Therefore, no new impacts to riparian habitat or other sensitive natural community would occur from the project.

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

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (No New Impact.)

The project site does not include any state or federally protected wetlands. The General Biological Assessment (Appendix B) describes that the project site contains approximately 0.22 acre of an unvegetated, man-made basin containing a storm drain outlet. The basin was constructed in uplands and directs onsite stormwater flows to the existing adjacent offsite storm drain system. The man-made basin is not connected to a natural stream, nor does it divert natural flow from any river, stream or lake. Therefore, the onsite basin is not jurisdictional by CDFW. Further, the man-made basin is not adjacent to and is not a water of the United States. The basin is an isolated feature constructed in uplands that is not tributary to nor does it have a significant nexus (biological, chemical, or physical connection) to traditional navigable waters of the United States. Therefore, the man-made basin on the project site is not federally jurisdictional under the Clean Water Act. No new impacts would occur.

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

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife

species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (No New Impact.)

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

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

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

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

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

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

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

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (No New Impact.)

The Project site is located within the Elsinore Area Plan of the MSHCP and is not located within MSHCP criteria cells, cell groups, or public/quasi-public (PQP) lands [Exhibit 5 – MSHCP Map]. The Project site is not located within the MSHCP Criteria Area Plant Species Survey Area (CAPSSA), the Narrow Endemic Plant Species Survey Area (NEPSSA), Mammal Survey Areas, Burrowing Owl (*Athene cunicularia*) Survey Area, Amphibian Survey Area, or Core and Linkage areas.

The General Biological Assessment (Appendix B) describes that implementation of the project would not result in impacts to MSHCP resources. The project site does not contain habitat that may be considered riparian/riverine areas as defined in Section 6.1.2 of the Western Riverside County MSHCP. The General Biological Assessment details that the project site was evaluated for the presence of habitat capable of supporting branchiopods. It was determined that the project site is comprised of sandy loams that do not allow for water pooling on the site for any significant length of time after rain events. No vernal pools, swales, or vernal pool mimics such as ditches, borrow pits, cattle troughs, or cement culverts with signs of pooling water were found on the site. In addition, the site does not contain areas that showed signs of ponding water, hydrophytic vegetation, or soils typical of vernal pools that would be suitable for large branchiopods.

The General Biological Assessment (Appendix B) also describes that the project site is not located within the Western Riverside County MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA) pursuant to Section 6.1.3 of the MSHCP. Therefore, the NEPSSA requirements are not applicable to the project. The project site is not located within or adjacent to a MSHCP Conservation Area. The project site is not located within the MSHCP Additional survey areas for amphibians, mammals, burrowing owl, or any special linkage areas. In addition, the project site is not located within the MSHCP Criteria Area Plant Species Survey Area (CAPSSA) pursuant to Section 6.3.2 of the Western Riverside County MSHCP. Thus, the project would not result in impacts related to the MSHCP.

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

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

Conclusion

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

Existing Plans, Programs, or Policies
The following existing requirements would reduce potential biology related impacts from the proposed project:

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

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

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

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

Mitigation Measures: No mitigation measures are required.

V. CULTURAL RESOURCES

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Final MND determined that no historic resources, archaeological resources, or human remains are known to exist within the Specific Plan area, which is undeveloped and weed abated. However, mitigation was included in the Final MND, as listed below, to provide procedures should any archaeological or historical artifacts be uncovered during the construction within the Specific Plan area to reduce the potential impacts to unknown resources to a less than significant level.

Lakeshore Village Specific Plan Final MND Mitigation Measures

Final MND Mitigation Measure CUL-1: Throughout site grading, should any archaeological or historical artifacts be uncovered, work shall be halted and a cultural resources consultant shall be retained to assess the significance of the find and make recommendations to ensure that impacts to the uncovered artifact is alleviated to the greatest extent feasible. The applicant is required to comply with the recommendations of said consultant.

Project Applicability: *This measure is applicable to the proposed Project and would be included in the Project's Mitigation Monitoring and Reporting Program (MMRP).*

Impacts Associated with the Proposed Project

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

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

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

1) Listed in, or determined eligible for listing in, the California Register of Historical Resources;
2) Listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k);

3) Identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or

4) Determined to be a historical resource by the project's Lead Agency.

PRC Section 5024.1 directs evaluation of historical resources to determine their eligibility for listing on the CRHR. The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing on the NRHP, enumerated above, and require similar protection to what NHPA Section 106 mandates for historic properties. According to PRC Section 5024.1(c)(1-4), a resource is considered historically significant if it meets at least one of the following criteria:

1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;

2) Associated with the lives of persons important to local, California or national history;

3) Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or

4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

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

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

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

An archaeological records search for the project site that was completed in 2017 identified archaeological resources within a 1-mile radius of the project site that include prehistoric habitation sites and prehistoric lithic scatter. An updated records search and Sacred Lands File Search of the NAHC was requested in 2022; however, due to the COVID-19 pandemic, records search access has become limited, and results are delayed for the foreseeable future.

The Phase I Cultural Resources Survey for the site describes the previous ground disturbance and absence of recorded cultural resources within the project boundaries, there is little potential for cultural resources to be present/disturbed by the proposed project. The proposed project includes excavation and grading of the site to an approximately 3 feet below existing grade or 2 feet below the bottom of the footings, whichever is deeper. This ground disturbance would be within the fill soils that were identified by the Geotechnical Investigation (Appendix D), and the Final MND Mitigation Measure CUL-1 would be implemented that requires construction work be halted if a potential resource is uncovered. Therefore, no new impacts to buried archaeological resources would occur from the project.

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

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

The Cultural Resources Study describes that the project site has been previously used for agricultural activities. The project site has not been previously used as a cemetery. Thus, human remains are not

anticipated to be uncovered during project construction. However, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandate a process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law would ensure that no new impacts to human remains would occur.

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

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

Conclusion

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

Mitigation Measures: The Lakeshore Village Specific Plan Final MND Mitigation Measure for cultural resources, which is listed previously, is applicable to the proposed project and would be included in the Project MMRP to ensure implementation.

No new mitigation measures are required.

VI. ENERGY

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Lakeshore Village Specific Plan Final MND did not identify any significant impacts related to energy resources from construction or operation of the Specific Plan land uses.

Lakeshore Village Specific Plan Final MND Mitigation Measures

None.

Impacts Associated with the Proposed Project

This section is based on the Air Quality, Energy, and GHG Emissions Impact Analysis prepared for the

proposed project and is included as Appendix A. The project's construction and operational energy usage was calculated using CalEEMod, Version 2020.4.0. The energy calculations are summarized herein.

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

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

Construction

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

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

Based on these uses of energy during construction activities, the proposed buildings and the associated infrastructure would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Construction does not involve any unusual or increased need for energy and would not be wasteful, inefficient, or unnecessary. In addition, the extent of construction activities that would occur is limited to an 18-month period, and the demand for construction-related electricity and fuels would be limited to that time frame.

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment as part of the City's construction permitting process. Compliance with existing CARB idling restrictions, which is included as **PPP E-3**, would reduce fuel combustion and energy consumption. The energy modeling shows that project construction equipment usage over the 18-month construction period is estimated to use 57,656 gallons of diesel fuel, as shown in Table E-1.

Table E-1: Estimated Construction Equipment Diesel Fuel Consumption

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours	Fuel Used (gallons)
Site Preparation						
Rubber Tired Dozers	3	247	0.40	8	240	1,224
Crawler Tractors	4	212	0.43	8	320	1,506
Grading						
Excavators	2	158	0.38	8	480	1,488
Grader	1	187	0.41	8	240	950
Rubber Tired Dozer	1	247	0.40	8	240	1,224
Scrapers	2	367	0.48	8	480	4,365
Crawler Tractors	2	212	0.43	8	480	2,259

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

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours	Fuel Used (gallons)
Building Construction						
Crane	1	231	0.29	7	2,100	7,263
Forklifts	3	89	0.20	8	7,200	7,355
Generator Set	1	84	0.74	8	2,400	8,562
Tractors/Loaders/Backhoes	3	97	0.37	7	6,300	12,977
Welder	1	46	0.45	8	2,400	2,851
Paving						
Pavers	2	130	0.42	8	720	2,029
Paving Equipment	2	132	0.36	8	720	1,766
Rollers	2	80	0.38	8	720	1,256
Architectural Coating						
Air Compressor	1	78	0.48	6	270	580
Total Off-Road Equipment Diesel Fuel Used during Construction (gallons)						**57,656**

Source: *Air Quality, Energy, and GHG Emissions Impact Analysis*, Appendix A

Table E-2 shows that the the on-road construction vehicle trips would consume 31,749 gallons of gasoline and 12,655 gallons of diesel fuel.

Table E-2: Estimated Construction On-Road Vehicle Fuel Consumption

Vehicle Trip Types/ Fuel Type	Daily Trips	Trip Length (miles)	Total Miles per Day	Total Miles per Phase[1]	Fleet Average Miles per Gallon[2]	Fuel Used (gallons)
Site Preparation						
Worker (Gasoline)	18	14.7	265	2,646	26.0	102
Vendor Truck (Diesel)	6	6.9	41	414	8.2	50
Grading						
Worker (Gasoline)	20	14.7	294	8,820	26.0	339
Vendor Truck (Diesel)	6	6.9	41	1,242	8.2	151
Haul Truck (Diesel)	15.5	20	309	9,280	8.2	1,128
Building Construction						
Worker (Gasoline)	177	14.7	2,602	780,570	26.0	30,035
Vendor Truck (Diesel)	45	6.9	311	93,150	8.2	11,325
Paving						
Worker (Gasoline)	15	14.7	221	9,923	26.0	382
Architectural Coatings						
Worker (Gasoline)	35	14.7	515	23,153	26.0	891
Total Gasoline Fuel Used from On-Road Construction Vehicles (gallons)						**31,749**
Total Diesel Fuel Used from On-Road Construction Vehicles (gallons)						**12,655**

Source: *Air Quality, Energy, and GHG Emissions Impact Analysis*, Appendix A

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

The on-road operations-related vehicle trips fuel usage was calculated through use of the total annual vehicle miles traveled assumptions from the CalEEMod model run, which found that operation of the proposed project would generate 2,658,656 vehicle miles traveled per year. The calculated total operational miles were then divided by the Southern California fleet average rate of 27.5 miles per gallon, which was calculated through use of the EMFAC2017 model and based on the year 2024. Based on this calculation methodology, operational vehicle trips generated from the proposed project would consume 96,765 gallons of gasoline per year.

The proposed project would be required to meet the current Title 24 energy efficiency standards, which is included as **PPP E-1**. The City's administration of the Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); solar-reflective roofing materials; solar panels; energy-efficient indoor and outdoor lighting systems; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. The operations-related electricity usage was calculated in the CalEEMod model that found the proposed townhomes would use 38,148 kilowatt hours (kWh) per year of electricity. Also, operation of the proposed project is estimated to result in the annual use of approximately 2,954,000 thousand British thermal units (kBTU) of natural gas. Thus, operation of the project would not use large amounts of energy or fuel in a wasteful manner, and no new operational energy impacts would occur.

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

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

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

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental MND or other environmental document to

evaluate project impacts or mitigation measures exist regarding energy resources. There have not been 1) changes related to development of the project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the project site is undertaken that require major revisions of the Final MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final MND was adopted as completed.

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

> **PPP E-1. CalGreen Compliance.** The project is required to comply with the CalGreen Building Code as included in the City's Municipal Code Section 15.32.010 to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.
>
> **PPP E-2: Idling Regulations.** The project is required to comply with California Air Resources Board (CARB) Rule 2485 (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.

Mitigation Measures: No mitigation measures are required.

VII. GEOLOGY AND SOILS.

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Final MND determined that the Specific Plan area does not contain, or near a Alquist-Priolo Special Studies Zone. However, the Specific Plan area is located close to the North Elsinore Fault and the Glen Ivy North Fault and would be affected by seismic activity, typical with the seismically active Southern California region. The Final MND determined that compliance with standard measures contained in the California Building Code and City Municipal Code, and included as mitigation, would ensure that significant impacts would not result.

The Final MND also determined that the Specific Plan area is not subject to potential liquefaction during a local seismic event, and that the Specific Plan area and surrounding areas are characterized by flat topography and not subject to landslides. The Final MND describes that as with any development, soil erosion can result during construction, as grading and construction can loosen surface soils and make soils susceptible to effects of wind and water movement across the surface. However, erosion would be controlled onsite in accordance with City standards, included as mitigation, and impacts would be less than significant.

The Final MND states that the Specific Plan area is comprised of soils from the Hanford-Tujunga-Greenfield Association and Monserate-Arlington-Exeter Association that are not unstable, and compliance with standard measures contained in the California Building Code and City Municipal Code regarding foundations, footings, structures, and construction, included as mitigation, ensures that significant impacts would not result. In addition, the Final MND determined that the proposed Specific plan development would not be serviced by septic tanks or other alternative wastewater disposal systems.

Lakeshore Village Specific Plan Final MND Mitigation Measures

Final MND Mitigation Measure GEO-1: Prior to issuance of grading permit, the applicant shall prepare

and submit the following to the City Engineer for review and approval:

- Prepare final grading plan. All grading activities shall occur in accordance with guidelines contained within of the Uniform Building Code and City requirements.
- Prepare erosion control plan. Said plan shall describe measures and City requirements to control onsite erosion.
- Prepare final geologic and geotechnical reports. Said reports shall further evaluate soils conditions and discuss how project walls, foundations, drains, etc. will be supported. Reports shall also indicate ground surface acceleration from earth movement and recommend methods to ensure potential hazards will be alleviated to greatest extent feasible. All structures shall be constructed in accordance with the g-factors indicated in the final geotechnical report. Calculations for foundations, footings, and structural members to withstand anticipated g-factors shall also be submitted.

Project Applicability: *This measure is applicable to the proposed Project and would be included in the Project's MMRP.*

Final MND Mitigation Measure GEO-2: To reduce erosion, the applicant shall implement the following:

- Use sandbagging and temporary debris basins during construction. Erosion control shall be in place during the rainy season from November to March.
- The site shall be cleared of all obstructions, miscellaneous trash, debris, and organic material.
- All concentrated surface water entering the project site from offsite sources shall be collected and directed to a permanent drainage system.

Project Applicability: *This measure is applicable to the proposed Project and would be included in the Project's MMRP.*

Final MND Mitigation Measure GEO-3: Building foundations and structures shall conform with appropriate and applicable structural requirements contained in the aforementioned final geologic and geotechnical reports, grading plan, Uniform Building Code, recommendations of the Structural Engineers Association of California, and Lake Elsinore Municipal Code.

Project Applicability: *This measure is applicable to the proposed Project and would be included in the Project's MMRP.*

Final MND Mitigation Measure GEO-4: Grading and site preparation activities shall include the following:

- Site soils shall be compacted in accordance with City specifications in order to support foundations of proposed structures.
- Expansive soils shall not be placed at or near final grades unless special design and construction procedures to offset such soil conditions.
- To ensure slope stability, all designed slopes shall meet the minimum safety factor or 1.5 for static cases and 1.1 for pseudo static cases.
- Remove and replace all loose native soils with properly engineered and compacted fill soils during site grading.

- Foundations for new structures shall be founded within either bedrock or engineered and compacted fill soils.

Project Applicability: *This measure is applicable to the proposed Project and would be included in the Project's MMRP.*

Impacts Associated with the Proposed Project

This section is based on the *Geotechnical Investigation*, 2017, and *Geotechnical Update,* prepared by Sladden Engineering., 2020 (Appendix D); the *Project Specific Water Quality Management Plan*, prepared by Wilson Mikami Corporation, 2022 (Appendix H); and the *Paleontological Assessmen*t, prepared by Brian F. Smith and Associates, Inc., 2021 (Appendix E).

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (No New Impact.)

The Geotechnical Investigation describes that the project site is not within a Alquist-Priolo Earthquake Fault Zone based on published geologic hazard maps. The closest identified fault is the Elsinore fault that is approximately 1.3 miles from the site. Thus, no new impacts related to fault rupture would occur from implementation of the project.

(Sources: *Geotechnical Investigation*, 2017, and *Geotechnical Update*, 2021, Appendix D)

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

The project site is located within a seismically active region of Southern California. The Elsinore fault that is approximately 1.3 miles from the site. Thus, moderate to strong ground shaking can be expected at the site. The amount of motion can vary depending upon the distance to the fault activity, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, that consists of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.

Structures built in the City are required to be built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), included in the Municipal Code as Title 15. In addition, **PPP GEO-1** has been included to provide provisions for earthquake safety based on factors including occupancy type, the types of soils onsite, and the probable strength of the ground motion. Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Because the proposed project would be constructed in compliance with the CBC, the no new impacts related to strong seismic ground shaking would occur.

(Sources: *Geotechnical Investigation*, 2017, and *Geotechnical Update*, 2021, Appendix D)

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

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

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

According to the Geotechnical Investigation prepared for the proposed project, the site is mapped by Riverside County as having moderate potential for liquefaction. No groundwater was encountered on the site during onsite borings and soils were identified as generally dense. Therefore, the Geotechnical Investigation determined that risks related to liquefaction are low and includes engineering and design recommendations in compliance with the CBC that include excavation and recompaction of the upper 3 feet of existing soils.

In addition, as described previously, structures built in the City are required to be built in compliance with the CBC, as included in the City's Municipal Code as Title 15 (and herein as **PPP GEO-1**), which implements specific requirements for seismic safety, excavation, foundations, and building construction. Compliance with the CBC, as included as **PPP GEO-1** would ensure that no new impacts would occur.

(Sources: *Geotechnical Investigation*, 2017, and *Geotechnical Update*, 2021, Appendix D)

iv) Landslides? (No New Impact.)

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

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

(Sources: *Geotechnical Investigation*, 2017, and *Geotechnical Update*, 2021, Appendix D)

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

Construction of the project has the potential to contribute to soil erosion and the loss of topsoil. Grading and excavation activities that would be required for the proposed project would expose and loosen topsoil, which could be eroded by wind or water. However, the City's Municipal Code Chapter 14.08 implements the requirements of the NDPES Storm Water Permit and all projects in the City are required to conform to the permit requirements. This includes installation of Best Management Practices (BMPs) in compliance with the NPDES permit, which establishes minimum stormwater management requirements and controls that are required to be implemented for the proposed project. To reduce the potential for soil erosion and

the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by the Regional Water Quality Control Board (RWQCB) regulations to be developed by a QSD (Qualified SWPPP Developer). The SWPPP is required to address site-specific conditions related to specific grading and construction activities. The SWPPP is required to identify potential sources of erosion and sedimentation loss of topsoil during construction, identify erosion control BMPs to reduce or eliminate the erosion and loss of topsoil, such as use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding. With compliance with the City's Municipal Code, RWQCB requirements, and the BMPs in the SWPPP that is required to be prepared to implement the project included as **PPP WQ-1**, construction impacts related to erosion and loss of topsoil would not occur.

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

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

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (No New Impact.)

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

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

Lateral Spreading. Lateral spreading, a phenomenon associated with seismically induced soil liquefaction, is a display of lateral displacement of soils due to inertial motion and lack of lateral support during or post liquefaction. It is typically exemplified by the formation of vertical cracks on the surface of liquefied soils, and usually takes place on gently sloping ground or level ground with nearby free surface such as drainage or stream channel. The Geotechnical Investigation describes that due to the lack of groundwater and compacted site soils, lateral spread potential is expected to be minimal, and no new impact would occur with implementation of **PPP GEO-1**.

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

(Sources: *Geotechnical Investigation*, 2017, and *Geotechnical Update*, 2021, Appendix D)

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? (No New Impact.)

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

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

(Sources: *Geotechnical Investigation*, 2017, and *Geotechnical Update*, 2021, Appendix D)

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

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

(Sources: Project Plans)

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

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

A Paleontological Resource Assessment (Appendix E) was completed for the project, which describes that the geologic units mapped as underlying the project site are Holocene and late Pleistocene-aged, young, sandy, alluvial-valley deposits (Qyva). These sedimentary deposits are almost entirely of Holocene age, consisting of unconsolidated silt, sand, and clay-bearing alluvium. The Paleontological Resource Assessment describes that Holocene alluvium is generally considered to be geologically too young to contain significant fossils. However, older deposits of Pleistocene age underlie the Holocene surficial deposits, which have the potential to contain paleontological resources.

The City of Lake Elsinore General Plan (Figure 4.6, *Paleontological Resources*) identifies the site as having a low potential for paleontological resources sensitivity. In addition, the Paleontological Resource Assessment included a records search of the Los Angeles County Natural History Museum (LACM), the San Bernardino County Museum (SBCM), the University of California at Riverside (UCR), and primary literature, identified that no fossil localities have been previously found within the project boundaries. The closest known fossil localities are approximately five and eight miles east of the project site.

The proposed project includes excavation and grading of the site to an approximately 3 feet below existing grade or 2 feet below the bottom of the footings, whichever is deeper. This ground disturbance would be within the fill soils that were identified by the Geotechnical Investigation (Appendix D) and the low paleontological sensitivity Holocene-aged sediments. This is consistent with the previous MND findings regarding paleontological resources on the site. Thus, no new impacts would occur.

(Sources: *Geotechnical Investigation*, 2017, *Geotechnical Update*, 2021, Appendix D, and *Paleontological Assessmen*t, Appendix E)

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

Conclusion

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

Existing Plans, Programs, or Policies
The following existing requirements would reduce geology and soils related impacts from the proposed project:

> **PPP GEO-1: California Building Code.** Prior to issuance of any construction permits, the project is required to demonstrate compliance with the California Building Code as included in the City's Municipal Code Title 15 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the project are required to be incorporated into grading plans and specifications as a condition of construction permit approval.
>
> **PPP WQ-1: NPDES/SWPPP.** As listed in in Section X, *Hydrology and Water Quality.*
>
> **PPP WQ-2: WQMP.** As listed in in Section X, *Hydrology and Water Quality.*

Mitigation Measures: The Lakeshore Village Specific Plan Final MND Mitigation Measures for geology and soils, which are listed previously are applicable to the proposed project and would be included in the Project MMRP to ensure implementation.

No new mitigation measures are required.

VIII. GREENHOUSE GAS EMISSIONS

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Lakeshore Village Specific Plan Final MND does not identify any significant impacts related to greenhouse gas emissions (GHG).

Lakeshore Village Specific Plan Final MND Mitigation Measures

None.

Impacts Associated with the Proposed Project

This section is based on the Air Quality, Energy, and GHG Emissions Impact Analysis (Appendix A). The project's construction and operational emissions were calculated using CalEEMod, Version 2020.4.0. The results and conclusions of the report and calculations relative to emissions are summarized herein. These impacts are analyzed on a cumulative basis, utilizing Carbon Dioxide Equivalent (CO2e), measured in metric tons (MT) or MTCO2e.

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

GHG Thresholds

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

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

The SCAQMD's draft threshold uses the Executive Order S-3-05 year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 parts per million (ppm), thus stabilizing global climate. Therefore, for purposes of examining potential GHG impacts from implementation of the proposed project, and to provide a conservative analysis of potential impacts, the Tier 3 screening level for all land use projects of 3,000 MTCO2e was selected as the significance threshold.

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

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

Construction activities produce GHG emissions from various sources, such as site excavation, grading, utility engines, heavy-duty construction vehicles onsite, equipment hauling materials to and from the site, asphalt paving, building construction, and motor vehicles transporting the construction crew. As shown on Table GHG-1, construction of 140 residences would result in a total of 29.75 MTCO2e amortized over 30 years. In addition, operation of the proposed residences would result in area and indirect sources of operational GHG emissions that would primarily result from vehicle trips, electricity and natural gas consumption, water transport (the energy used to pump water), and solid waste generation. GHG emissions from electricity consumed by the residences would be generated off-site by fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source. The estimated operational GHG emissions that would be generated from 140 residences was determined using CalEEMod. Additionally, in accordance with SCAQMD recommendation, the project's amortized construction related GHG emissions are added to the operational emissions estimate in order to determine the project's total annual GHG emissions.

As shown on Table GHG-1, operation of 140 residences would generate approximately 1,224.75 MTCO2e per year, which would be below the screening threshold of 3,000 MTCO2e per year. In addition, the Project would result in a 3.06 MTCO2e per service population, which is below the City's 2030 efficiency target of 4.4 MTCO2e per service population. Therefore, operation of the proposed 140 residences would not result in exceedance of a GHG threshold, and no new impacts related to greenhouse gas emissions would occur.

Table GHG-1: Project Related Annual Greenhouse Gas Emissions

	Greenhouse Gas Emissions (Metric Tons per Year)			
Category	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Area Sources	2.36	<0.01	0.00	2.42
Energy Usage	164.40	<0.01	<0.01	165.37
Mobile Sources	895.79	0.05	0.05	910.71
Solid Waste	28.21	1.67	0.00	69.88
Water and Wastewater	36.97	0.30	<0.01	29.75
Construction	29.38	<0.01	<0.01	29.75
Total GHG Emissions	1,157.11	2.02	0.06	**1,224.75**
SCAQMD Draft Threshold of Significance				**3,000**
Service Population				**400**
GHG Emissions per Service Population				**3.06**
City of Lake Elsinore Year 2030 Efficiency Target[8]				**4.4**

Source: *Air Quality, Energy, and GHG Emissions Impact Analysis*, Appendix A.

(Sources: *Air Quality, Energy, and GHG Emissions Impact Analysis*, Appendix A)

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

The proposed project would develop the site with residences that would comply with state programs that are designed to be energy efficient. The proposed project would comply with all mandatory measures under the California Title 24, California Energy Code, and the CalGreen Code, which would provide efficient energy and water consumption. Consistent with these requirements, the project includes photovoltaic (PV) solar panels to offset the energy demand. The City's administration of the requirements includes review of the energy conservation measures during the permitting process, which ensures that all requirements are met.

Also, as described in Section XVII, *Transportation*, the proposed project would not result in impacts related to vehicle miles traveled (VMT) impact because the project is located within a low VMT generating area, where the VMT per service population and VMT per capita is lower than the jurisdictional average; and therefore, is consistent with the Regional Transportation Plan/Sustainable Communities Strategy and SB 375.

In addition, the California Air Resources Board (CARB) Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of the California Climate Change Scoping Plan to reduce GHG emissions levels. The Scoping Plan identifies the 2030 target of a 40% reduction below 1990 levels, set by SB 32. The proposed project would be consistent with the applicable measures established in the Scoping Plan, as shown in Table GHG-2. Therefore, the proposed project would not conflict with CARB plans, policies, and regulations adopted for the purpose of reducing the greenhouse gas emissions.

Table GHG-2: Project Consistency with CARB Scoping Plan

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	**Consistent.** The project area uses energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		**Consistent.** The new development implemented by the project would be designed and constructed to implement the energy efficiency measures. The project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
Reduce GHG emissions in the electricity sector through the implementation of the above measures		**Consistent.** The new development would be designed and constructed to implement the Title 24 (CalGreen)

Action	Responsible Parties	Consistency
and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly-owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		Standards.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty EV by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	**Consistent.** This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets.
At least 4.2 million zero emission and plug-in hybrid light-duty EV by 2030.		**Consistent.** This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		**Consistent.** This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.
Medium- and Heavy-Duty GHG Phase 2.		**Consistent.** This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_X standard.		**Consistent.** This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts improve transit-source emissions.
Last Mile Delivery: New regulation that would result in the use of low NO_X or cleaner engines and the deployment of increasing numbers of zero-		**Consistent.** This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.

Action	Responsible Parties	Consistency
emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		
Further reduce vehicle miles traveled (VMT) through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		**Consistent.** The project would not obstruct or interfere with implementation of SB 375 and would therefore, not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	**Consistent.** This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	**Consistent.** The project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.

Action	Responsible Parties	Consistency
By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	**Consistent.** The project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	**Consistent.** This measure would apply to all trucks accessing the project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The project would not obstruct or interfere with agency efforts to Improve freight system efficiency.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		**Consistent.** The project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	**Consistent.** The project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	**Consistent.** These are not emissions related to the proposed project. Hence, the proposed project would not obstruct or interfere agency efforts to reduce SLPS emissions.
50% reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA SWRCB, Local Air Districts	**Consistent.** The new development would be required through City permitting to implement waste reduction and recycling measures consistent with state and City

Action	Responsible Parties	Consistency
		requirements. The project would not obstruct or interfere agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	**Consistent.** The project is not applicable to implementation of Cap-and-Trade Program provisions. Thus, the project would not obstruct or interfere implementation the post-2020 Cap-and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	**Consistent.** The project includes preservation of 15.65-acres of natural open space. Thus, the project would not obstruct or interfere agency efforts to protect land from conversion through conservation easements and other incentives.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		**Consistent.** The project provides for residential development. The project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		**Consistent.** Where appropriate, the new development would incorporate wood or wood products. The project would not obstruct or interfere agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan		**Consistent.** The project would not obstruct or interfere agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.

Action	Responsible Parties	Consistency
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	**Consistent.** The project would not obstruct or interfere agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	**Consistent.** The project would not obstruct or interfere agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	**Consistent.** The project would not obstruct or interfere agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

Source: *Air Quality, Energy, and GHG Emissions Impact Analysis*, Appendix A.

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

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

CAP Measure	Applicability to Proposed Project	Consistency
Measure T-1.2: Pedestrian Infrastructure	Applicable	**Consistent.** This measure requires the installation of sidewalks along new and reconstructed streets and sidewalks or paths to internally link all uses and provide connections to neighborhood activity centers, major destinations, and transit facilities contiguous with the project site. The project would provide sidewalks along all internal streets and would be implemented through project permitting. As such, the proposed project would not conflict with this measure.
Measure T-1.4: Bicycle Infrastructure	Applicable	**Consistent.** This measure requires new development to implement and connect to the network of Class I, II and III bikeways, trails and safety features identified in the General Plan, Bike Lane Master Plan, Trails Master Plan and Western Riverside County Non-Motorized Transportation plan.

CAP Measure	Applicability to Proposed Project	Consistency
		The General Plan and Specific Plan do not include bicycle infrastructure near the project site. The project does include constructing a 6-foot-wide sidewalk along the project frontage to meet the future roadway buildout of the Lake Elsinore General Plan. As such, the proposed project would not conflict with this measure.
Measure T-1.5: Bicycle Parking Standards	Not Applicable	**Not Applicable.** This measure requires the City to enforce short-term and long-term bicycle parking standards for new non- residential developments. This measure is not applicable to the residential project. As such, the proposed project would not conflict with this measure.
Measure T-2.1: Designated Parking for Fuel Efficient Vehicles	Not Applicable	**Not Applicable.** This measure requires new non-residential developments to designate 10% of total parking spaces for low-emitting, fuel-efficient vehicles. This measure is not applicable to the residential project. As such, the proposed project would not conflict with this measure.
Measure T-4.1: Commute Trip Reduction Program	Not Applicable	**Not Applicable.** This measure requires the City to institute a commute trip reduction program for employers with fewer than 100 employees. This measure is not applicable to the residential project. As such, the proposed project would not conflict with this measure.
Measure E-1.1: Tree Planting Requirements	Applicable	**Consistent.** This measure requires new developments to plant at minimum one 15-gallon non-deciduous, umbrella-form tree per 30 linear feet of boundary length near buildings. The project would comply with this measure as shown on Figure 5, *Open Space, Recreation, and Landscape Conceptual Plan*. This measure is implemented by the Departments of Planning, Public Works, and Parks and Recreation through the development review process, and conditions of approval. As such, the proposed project would not conflict with this measure.
Measure E-1.2: Cool Roof Requirements	Not Applicable	**Not Applicable.** This measure requires new non-residential development to use roofing materials having solar reflectance, thermal emittance, or Solar Reflectance Index consistent with CALGreen Tier 1 values. This measure is not applicable to the

CAP Measure	Applicability to Proposed Project	Consistency
		residential project. As such, the proposed project would not conflict with this measure.
Measure E-1.3: Energy Efficient Building Standards	Applicable	**Consistent.** This measure requires that new construction exceed the California Energy Code requirements through either the performance-based or prescriptive approach described in the California Green Building Code. This measure is implemented by the Departments of Planning, Public Works, and Building through the development review process, and conditions of approval. As such, the proposed project would not conflict with this measure.
Measure E-3.2: Energy Efficient Street and Traffic Signal Lights	Applicable	**Consistent.** This measure requires the City to work with Southern California Edison to replace existing high-pressure sodium streetlights and traffic lights with high efficiency alternatives, such as Low Emitting Diode (LED) lights; replace existing City owned traffic lights with LED lights; require any new street and traffic lights to be LED. This measure is currently being implemented by the Department of Public Works through renovation. This measure would apply to any street and/or traffic lights replaced or installed as part of the project. This measure is implemented by the Departments of Planning, Public Works, and Building through the development review process, and conditions of approval. As such, the proposed project would not conflict with this measure.
Measure E-4.1: Landscaping Ordinance	Applicable	**Consistent.** This measure requires the City to enforce the City's AB 1881 Landscaping Ordinance, which requires that landscaping be water efficient, thereby consuming less energy and reducing emissions. The proposed project is consistent with the City's landscaping and irrigation requirements. This measure is verified by the Departments of Planning, Public Works, and Building through the development review process, and conditions of approval. As such, the proposed project would not conflict with this measure.
Measure E-4.2: Indoor Water Conservation Requirements	Applicable	**Consistent.** This measure requires that development projects reduce indoor water consumption. The proposed project is designed to be consistent with the Title 24 water conservation requirements. This measure would be verified by the Departments of Building and Planning through project permitting. As

CAP Measure	Applicability to Proposed Project	Consistency
		such, the proposed project would not conflict with this measure.
Measure E-5.1: Renewable Energy Incentives	Applicable	**Consistent.** This measure facilitates the voluntary installation of small-scale renewable energy systems, such as solar photovoltaic and solar hot water systems, by connecting residents and businesses with technical and financial assistance through the City website. This measure is implemented by the Departments of Building and Planning through outreach and incentive programs. The proposed project is designed to be consistent with the Title 24 energy requirements and would include PV solar panels. No elements of the proposed project would conflict with this measure.
Measure S-1.4: Construction and Demolition Waste Diversion	Applicable	**Consistent.** This measure requires development projects to divert, recycle or salvage nonhazardous construction and demolition debris generated at the site, and requires all construction and demolition projects to be accompanied by a waste management plan for the project. This measure is implemented by the Departments of Planning and Building through City contracts, Municipal Code amendments, development and review process, and conditions of approval. The proposed project would implement construction and demolition waste diversion, as further detailed in Section XIX, *Utilities and Service Systems*. As such, the proposed project would not conflict with this measure.

Source: *Air Quality, Energy, and GHG Emissions Impact Analysis*, Appendix A.

(Sources: *Air Quality, Energy, and GHG Emissions Impact Analysis*, Appendix A)

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

Conclusion

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

Mitigation Measures: No mitigation measures are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Final MND describes that the Specific Plan would construct and operate residential and commercial uses, which typically do not handle hazardous materials that would significantly endanger the public and that significant impacts are not expected. The Final MND also states that there is no significant potential for release of hazardous materials from accidental conditions. There are no schools within a quarter mile radius of the Specific Plan area, and the Specific Plan area is not located on any hazardous materials site as designated by Government Code Section 65962.5 or located within any airport land use plan.

The MND also finds that there are no known emergency response plans or emergency evacuation plans applicable to the Specific Plan area and that the Specific Plan area is surrounded by existing development and is not typically subjected to wildland fires. Prior to approval of Design Review, the Fire Department would review future projects and establish fire prevention measures, as included by mitigation, to ensure people and/or structures would not be unnecessarily exposed to fire hazards.

Lakeshore Village Specific Plan Final MND Mitigation Measures

Final MND Mitigation Measure HAZ-1: Prior to Design Review approval, the Fire Department shall review project plans and establish fire prevention measures. Applicant shall comply with said fire prevention measures.

Project Applicability: *This measure is applicable to the proposed Project and would be included in the Project's Mitigation Monitoring and Reporting Program (MMRP).*

Impacts Associated with the Proposed Project

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

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

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

Construction

The proposed construction activities would involve the routine transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking during construction activities. In addition, hazardous materials would routinely be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state regulations that are implemented by the City during building permitting for construction activities. Construction of the project would not require the use of acutely

hazardous materials. As such, impacts to surrounding residential neighborhoods through the routine transport, use, or disposal of hazardous materials is not expected. Therefore, no new impacts related to use of these materials during construction would occur.

Operation
The project involves operation of 140 new residences and recreation facilities, which involve routinely using hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in limited quantities. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment in the vicinity of the project. Therefore, operation of the project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and no new impacts would occur.

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

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (No New Impact.)

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

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

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

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

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

The closest school to the project site is the Machado Elementary School that is located at 5150 Joy Street, which is approximately 0.7-mile driving distance from the project site, but less than 0.25-mile aerial distance from the site. As detailed previously, construction and operation of the proposed residential project would involve the use, storage, and disposal of small amounts of hazardous materials on the project site. These hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential of accidental release into the environment near the school.

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

(Sources: *Air Quality, Energy, and GHG Emissions Impact Analysis*, Appendix A, and *Phase I Environmental Site Assessment*, Appendix F)

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

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

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

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

The project site is not located within two miles of a public airport or within an airport land use plan. The closest airport is the Skylark Field located approximately 5.8 miles southeast of the project site. As such, the project would not be exposed to hazards related to airport operations, and no impacts would occur.

(Sources: Google Earth; *Phase I Environmental Site Assessment*, Appendix F; *Noise Impact Analysis*, Appendix I)

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

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

Construction
Short-term construction activities include development of the project driveway, and installation of utility connections to the existing infrastructure systems. These activities could require the temporary closure of one lane of Lakeshore Drive. However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process, as incorporated into the construction permits. Thus, no new impacts related to an emergency response or evacuation plan would occur during construction.

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

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

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

The project site is vacant and moderately covered with vegetation. The project site is adjacent to residential, roadways, commercial uses, and developed areas within the urban environment. The project site is not within or adjacent to any wildland areas. According to the CalFire Hazard Severity Zone map, the project site is not within a high fire hazard zone. As a result, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

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

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

Conclusion

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

Existing Plans, Programs, or Policies
The following existing requirements would reduce the potential for impacts related to hazards:

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

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

Mitigation Measures: The Lakeshore Village Specific Plan Final MND Mitigation Measure regarding Fire Department review of the project, which is listed previously, is applicable to the proposed project and would be included in the Project MMRP to ensure implementation.

No new mitigation measures are required.

X. HYDROLOGY AND WATER QUALITY

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Final MND describes that development of the Specific Plan would create urban pollutants typical of any development, including oils and other substances. To ensure water quality standards and discharge requirements would not be violated a Notice of Intent from the Santa Ana Regional Water Quality Board, in accordance with the City's National Pollutant Discharge Elimination System (NPDES) permit is required. Compliance with NPDES and Best Management Practices (BMP) regulations is required and ensures that significant water quality impacts would not result.

The Final MND determined that the Specific Plan area is not a groundwater recharge area given its limited size and close location to the lake. The Final MND determined that the Specific Plan would not include activities that would substantially deplete groundwater supplies or interfere with regional groundwater recharge. The MND also determined that stormwater runoff would be conveyed into existing drainage facilities that would be accommodated by drainage facilities. In addition, the Final MND determined that the Specific Plan area is not subject to mudflows, seiches or tsunamis.

Lakeshore Village Specific Plan Final MND Mitigation Measures

Final MND Mitigation Measure HWQ-1: Prior to issuance of grading permit, the applicant shall acquire a Notice of Intent from the Santa Ana Regional Water Quality Board, in accordance with the City's National Pollutant Discharge Elimination System (NPDES) permit and comply with appropriate NPDES and Best Management Practices regulations.

Project Applicability: *This measure is applicable to the proposed Project and would be included in the Project's MMRP.*

Impacts Associated with the Proposed Project

The discussion below is based on the Preliminary Hydrology Report and Project Specific Water Quality Management Plan, prepared by Wilson Mikami Corporation, 2022, included as Appendix G and Appendix H.

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

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

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

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

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

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

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

would occur.

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

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

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

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

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

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

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

The Elsinore Valley Municipal Water District (EVMWD) provides water services to the project area. The EVMWD's 2020 Urban Water Management Plan describes that the EVMWD obtains water from local groundwater wells, surface water from Canyon Lake Reservoir and treated at the Canyon Lake Water Treatment Plant, and imported water purchased from the Metropolitan Water District. EVMWD pumps

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

The project site is undeveloped with pervious surfaces. After completion of project construction, a large portion of the site would be impervious. The project would convey stormwater drainage into landscaping areas and the two bio filtration units and an underground storm water detention basin, which would infiltrate into soils and groundwater. Therefore, no new impacts related to interference with groundwater recharge would occur.

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

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i). Result in substantial erosion or siltation on- or off-site? <u>(No New Impact.)</u>

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

Construction

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

The NPDES Construction General Permit requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer for the proposed construction activities (included as **PPP WQ-1**). The SWPPP is required to address site-specific conditions related to potential sources of sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alteration of a drainage pattern during construction activities. In addition, a Qualified SWPPP Practitioner (QSP) is required to ensure compliance with the SWPPP through regular monitoring and visual inspections during construction activities. The SWPPP would be amended and BMPs revised, as determined necessary through field inspections, in order to protect against substantial soil erosion, the loss of topsoil, or alteration of the drainage pattern. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per **PPP WQ-1**) would prevent construction-related impacts related to potential alteration of a drainage pattern or erosion from development activities. With implementation of the existing construction regulations that would be verified by the City during the permitting approval process, no new impacts related to alteration of an existing drainage pattern during construction that could result in substantial erosion, siltation, and increases in stormwater runoff would occur.

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

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

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

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

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

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

As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Public Works Department to ensure that the proposed drainage would accommodate the appropriate design flows. Overall, the proposed drainage system and adherence to the existing MS4 permit regulations, which would ensure that no new impacts related to alteration of a drainage pattern or flooding from operational activities would occur.

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

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

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

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

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

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

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

According to the Federal Emergency Management Agency (FEMA) Map 06065C2036G, the project site not within a flood zone. As detailed in the previous responses, implementation of the project would result in an increase of impermeable surfaces on the site. However, the runoff from the project area would be accommodated by landscaping and the two bio filtration units and an underground storm water detention basin that have been sized to accommodate the MS4 required design storm. Therefore, the project would not result in impeding or redirecting flood flows by the addition of the impervious surfaces. As detailed previously, the City's permitting process would ensure that the drainage system specifications adhere to the existing MS4 permit requirements, and compliance with existing regulations would ensure that no new impacts would occur.

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

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

According to the Federal Emergency Management Agency (FEMA) Map 06065C2036G, the project site not within a flood zone. Thus, the project site is not located within a flood hazard area that could be inundated with flood flows and result in release of pollutants. Impacts related to flood hazards and pollutants would not occur from the project.

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

Seiching is a phenomenon that occurs when seismic ground shaking induces standing waves (seiches) inside water retention facilities (e.g., reservoirs and lakes). Such waves can cause retention structures to fail and flood downstream properties. The project site is located approximately 0.75 miles from Lake Elsinore, which could generate a seiche. However, due to the range of intervening structures between the site and the lake, that include walls, the possibility of seiches impacting the site negligible. Therefore, the proposed project would not result in new impacts related to risk related to the release of pollutants from inundation from a seiche.

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

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

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

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

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

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

Appendix H)

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

Conclusion

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

Existing Plans, Programs, or Policies
The following existing requirements would reduce potential impacts related to hydrology and water quality:

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

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

Mitigation Measures: The Lakeshore Village Specific Plan Final MND Mitigation Measure for hydrology and water quality regarding NPDES permitting, which is listed previously, is applicable to the proposed project and would be included in the Project MMRP to ensure implementation.

No new mitigation measures are required.

IX. LAND USE AND PLANNING

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Final MND describes that the Specific Plan area is surrounded by residential and commercial uses similar to the Specific Plan. The project would incorporate into the surrounding neighborhood and would not physically divide the community.

The Final MND also determined that the Specific plan area is intended for residential and commercial uses and the Specific Plan development would not conflict with any applicable land use plan, policy, or regulation, and no significant impacts would occur.

Lakeshore Village Specific Plan Final MND Mitigation Measures

None.

Impacts Associated with the Proposed Project

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

The project site is currently vacant and undeveloped. The site is planned for residential development by the City's General Plan and zoning designations. The site is adjacent and across the street from existing residential development. The proposed project would develop the site with 140 residential units, which is consistent with the existing development adjacent to the site and consistent with the land use and zoning designations. Therefore, the change of the project site from a vacant site to a residential neighborhood would not physically divide an established community. Conversely, it would add to the existing neighborhoods surrounding the site. In addition, the proposed driveway/sidewalk system provides for circulation through the site and does not result in any physical division. Thus, the proposed project would not result in impacts related to physical division of an established community.

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

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (No New Impact.)

As described previously, the project site is adjacent to residential, retail/service commercial, and roadways. The project would develop the project site to provide 140 new residences, which would be similar to the existing uses that are adjacent to the site.

General Plan
The project site has General Plan land use designation of Lake View District Medium Density Residential. The Lake View District Medium Density Residential land use designation provides for residential densities between 7 and 18 units per net acre.

The project includes 140 single-family residences within 9.71 acres of the site, which would result in 14.4 units per acre. Thus, the project would not exceed the allowable Lake View District Medium Density Residential density of 18 dwelling units per acre. Therefore, the project would not conflict with the existing residential General Plan land use designations for the site, and no new impacts related to General Plan land uses would occur.

Lakeshore Village Specific Plan
The project site has Lakeshore Village Specific Plan designations of Attached Residential (AR) and Commercial/Residential Flex (CRF). The Specific Plan states that the AR designation is to provide for two to three-story residential buildings, and that the CRF designation is to provide for either one- and two-story commercial structures or two- to three-story residential buildings consistent with the AR designation.

The proposed project includes 140 two-story residences within 9.71 acres of the site. As shown previously in Table AES-2, the proposed project meets the Specific Plan development standards. Therefore, a conflict

with the Specific Plan development standards would not occur. Therefore, the project would not result in a conflict with the Specific Plan designations for the site, and no new impact would occur.

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

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

Conclusion

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

Mitigation Measures: No mitigation measures are required.

XII. MINERAL RESOURCES

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Final MND determined that the Specific Plan area is not known to have any mineral resource that may be of value to the region or State and is not designated as a locally important mineral resource recovery site by any plan. Therefore, the Final MND determined that impacts related to mineral resources would not occur from implementation of the Specific Plan.

Lakeshore Village Specific Plan Final MND Mitigation Measures

None.

Impacts Associated with the Proposed Project

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

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

(Sources: City of Lake Elsinore General Plan EIR Section 3.12 and Figure 3.12-1, Mineral Resource Zones)

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

As described in the previous response, Figure 3.12-1 of the General Plan EIR shows that the project site is located within an MRZ-3 area and is not designated as a mineral resource recovery site. The project site has a land use designation of Lake View District Medium Density Residential and is not planned for mineral extraction use. Therefore, the project would not result in the loss of a mineral resource recovery site as delineated on a land use plan. No impacts would occur.

(Sources: City of Lake Elsinore General Plan EIR Section 3.12 and Figure 3.12-1, Mineral Resource Zones)

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

Conclusion

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

Mitigation Measures: No mitigation measures are required.

XIII. NOISE

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Final MND determined that implementation of the Specific Plan would increase noise levels; however, the increase in noise would be less than significant. In addition, the MND determined that the Specific plan development projects are required to comply with noise standards contained in the City's Noise Ordinance. The Final EIR also describes that prior to Design Review approval, noise attenuation in accordance with the Noise Ordinance would be conditioned to the development projects, as appropriate, which is included as mitigation. The Final MND also determined that construction noise can reach high levels and included mitigation to ensure that construction noise from implementation of the Specific Plan would not result in any significant disturbances. Furthermore, the Final MND determined that the Specific Plan is not located within any airport land use plan, and thus, impacts related to airport noise would not occur.

Lakeshore Village Specific Plan Final MND Mitigation Measures

Final MND Mitigation Measure NOI-1: Prior to Design Review approval, the applicant shall show how proposed site plans will attenuate noise levels and show how the project complies with noise standards contained in the City's Noise Ordinance.

Project Applicability: *This measure is applicable to the proposed Project, is implemented by Condition of Approval COA N-1 and N-2 and would be included in the Project's MMRP.*

Final MND Mitigation Measure NOI-2: The contractor shall ensure the following:

- All construction and general maintenance activities, except in an emergency, shall be limited to the hours of 7:00 AM to 7:00 PM and prohibited on Sundays and all legally proclaimed holidays (Section 17.78.080.F.1 of City Municipal Code).
- All construction shall comply with the noise ordinance performance standards where technically and economically feasible (Section 17.78.080.F.2).
- All construction equipment shall use properly operating mufflers (Section 17.78.080.F.3).
- All construction equipment shall be operated as far away from neighboring uses as possible.

Project Applicability: *This measure is applicable to the proposed Project and would be included in the Project's MMRP.*

Impacts Associated with the Proposed Project

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

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

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

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

- a cumulative period of 30 minutes in any hour (L_{50}); or
- the standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour (L_{25}); or
- the standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour (L8); or
- the standard plus 15 dBA for a cumulative period of more than 1 minute in any hour (L2); or
- the standard plus 20 dBA for any period of time (Lmax).

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

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

Receiving Land Use	Condition	Based Exterior Noise Level Standards (dBA)				
		L_{50}	L_{25}	L_8	L_2	L_{max}
		(30 mins)	(15 mins)	(5 mins)	(1 min)	(Anytime)
Single-Family Residential	Daytime	50	55	60	65	70
	Nighttime	40	45	50	55	60

Source: *Noise Impact Analysis*, Appendix I.

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

1. Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on weekends or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real property line, except for emergency work of public service utilities or by variance issued by the City.
2. Noise Restrictions at Affected Properties. Where technically and economically feasible, construction activities shall be conducted in such a manner that the maximum noise levels at affected residential properties will not exceed those listed in the following schedule:

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

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

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

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

Section 17.176.080.G, Vibration, states that it is prohibited to operate any device that creates a vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property or at 150 feet (46 meters) from the source if on public space or public right-of-way.

However, the Municipal code does not define a quantitative vibration threshold. The Caltrans *Transportation- and Construction Vibration Guidance Manual*, 2020, provides numeric thresholds for vibration impacts. Thresholds are established for continuous (construction-related) and transient (transportation-related) sources of vibration, which found that the human response becomes distinctly

perceptible at 0.25 inch per second PPV for transient sources and 0.04 inch per second PPV for continuous sources.

Existing Noise Levels
As detailed in the Noise Impact Analysis (Appendix I), to identify the existing ambient noise level environment, 24-hour noise level measurements were taken at the project site on July 14 through July 15. The background ambient noise levels in the project area is dominated by the transportation-related noise associated with Lakeshore Drive and other nearby streets. The location of the noise measurements is provided in Figure 13 and a description of the locations and the existing noise levels are provided in Table N-2.

Table N-2: Summary of 24-Hour Ambient Noise Level Measurements

Site No.	Site Description	Average (dBA L_{eq})	Maximum (dBA L_{max})	(dBA $L_{eq\ 1\text{-}hour}$/Time) Min	(dBA $L_{eq\ 1\text{-}hour}$/Time) Max	Average (dBA CNEL)
1	Located on a sign post on the northeastern portion of the project site, approximately 80 feet southwest of the Lakeshore Drive centerline.	63.4	92.3	53.4 2:18 a.m.	67.5 5:21 p.m.	68.1
2	Located on a tree on the northwestern portion of the project site, approximately 30 feet southeast of the preschool.	52.3	77.9	42.9 2:09 a.m.	56.9 8:47 a.m.	56.4

Source: *Noise Impact Analysis*, Appendix I.

Sensitive Receivers
Sensitive receivers are defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land, including: residences, schools, hospitals, churches, libraries, and recreation areas. The nearest sensitive receptors to the project site are mobile homes and a preschool located as near as 10 feet northwest of the project site, single-family homes located as near as 14 feet southeast of the project site, and townhomes located as near as 35 feet southwest of the project site. The nearest school is Machado Elementary School, which is located as near as 680 feet southwest of the project site.

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies? (No New Impact.)

Construction
The construction noise from the proposed project would occur throughout various portions of the project site over an 18-month period. Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: site preparation, grading, building construction, architectural coating, paving. Noise levels generated by heavy construction equipment would range from approximately 74 dBA to 84 dBA at 50 feet from the noise source.

Per Municipal Code Section 17.176.080, included as **PPP N-1**, construction activities are prohibited between the hours of 7:00 p.m. and 7:00 a.m. or at any time on weekend or on holidays. Section 17.176.080(F)(2) of the City's Municipal Code limits construction noise that occurs during the allowable times in Type I (single-family residential) areas to 75 dBA for mobile equipment and 60 dBA for stationary equipment. Section 17.176.080(F)(2) also limits construction noise that occurs during the allowable times

Noise Measurement Locations

Lakeshore Drive Residential
City of Lake Elsinore

Figure 13

in Type II (multi-family residential) areas to 80 dBA for mobile equipment and 65 dBA for stationary equipment. The construction activities would be in compliance with the City's construction related noise standards. Therefore, the construction noise would be limited. In addition, construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. The construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators.

The calculated noise from construction equipment was attenuated to the sensitive receiver locations. As shown on Table N-3 the construction noise levels are expected to range from 56 to 71 dBA Leq.

Table N-3: Project Construction Noise Levels at Receivers

	Construction Noise Level (dBA Leq) at:		
Construction Phase	**Mobile Homes & Preschool to the Northwest[1]**	**Single-Family Homes to the Southeast[2]**	**Multi-Family Homes to the Southwest[3]**
Site Preparation	70	70	68
Grading	71	71	68
Building Construction	70	69	67
Paving	64	64	62
Painting	56	56	54
City's Mobile Equipment Threshold[4]	**75**	**75**	**80**
City's Stationary Equipment Threshold[4]	**60**	**60**	**65**

[1] The mobile homes and preschool to the northwest are located as near as 210 feet from the center of the project site. In order to account for existing and proposed 6 foot high cmu wall (see Project Design Feature 1), 5 dB of attenuation was added to RCNM model.
[2] The single-family homes to the southeast are located as near as 215 feet from the center of the project site. In order to account for existing 6 foot high cmu wall, 5 dB of attenuation was added to RCNM model.
[3] The multi-family homes to the southwest are located as near as 500 feet from the center of the project site.
[4] City construction noise threshold from Section 17.176.080(F)(2) of the Municipal Code for Type I Areas (single-family and mobile homes) and Type II Areas (multi-family homes).
Source: *Noise Impact Analysis*, Appendix I.

Table N-4 shows that construction noise would be up to 71 dBA Leq at the mobile homes and preschool to the northwest, 71 dBA Leq at the single-family residences to the southeast, and 68 dBA Leq at the multi-family residences to the southwest.

The proposed construction process includes constructing the proposed six-foot high cmu wall on the northwest side, adjacent to the preschool, prior to the start of grading and construction activities. Table N-4 shows that with installation of the wall first, none of the construction phases would exceed the City's mobile equipment thresholds. The proposed construction provides for a 100-foot setback for stationary construction equipment from offsite sensitive receptors and provides that should any stationary construction equipment need to be used within 100 feet of any off-site sensitive receptor, a temporary sound barrier would be installed between the stationary equipment and nearby sensitive receptors. With implementation of these proposed measures, construction-related noise impacts would not exceed City noise standards. To ensure these proposed measures are implemented, **Condition of Approval COA N-1** and **N-2** have been included to require these measures be included in the project's construction specifications and in the City's construction permitting for the project, which is consistent with the Final MND Mitigation Measure NOI-1 that requires the applicant to show compliance with the standards in the City's Noise Ordinance. Thus, no new impacts related to construction noise would occur from the project.

Operation

Consistency with Residential Noise Standards. Although CEQA analysis is to evaluate the project's potential impact on the environment, the following evaluation is provided to show that the project would not result an inconsistency (or non-compliance) with noise standards related to residential uses.

As described previously, the project site is located along Lakeshore Drive which generates the ambient noise on the project site. To reduce the onsite and residential interior noise from vehicular noise from the adjacent roadway the project includes development of an 6-foot-high concrete masonry wall along the project site frontage of Lakeshore Drive and the project would install forced air circulation systems (e.g., air conditioning) or active ventilation systems (e.g., fresh air supply) pursuant to the requirements of the Uniform Building Code such that exterior doors and windows can be kept closed to reduce hearing exterior noise and still receive circulated air.

Typical building construction provides a noise reduction of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed." Table N-4 shows that noise levels at all analyzed townhomes private open space areas would be within the City's 60 dBA Ldn noise standard. Table N-4 also shows that as proposed, the interior noise levels of all residences would be within the City's 45 dBA CNEL interior noise standard. Therefore, no impacts related to noise standard compliance would occur.

Table N-4: Proposed Residences Exterior and Interior Noise Levels

Lot Number	Roadway	Private Outdoor Area Noise Level[1] (dBA CNEL)	Interior Noise Levels		Exceed 60 dBA Exterior or 45 dBA Interior Threshold?
			Floor	Noise Level (dBA CNEL)[2]	
1	Lakeshore Drive West of Gunnerson Street	59	First	35	No/No
			Second	41	No/No
2	Lakeshore Drive West of Gunnerson Street	59	First	35	No/No
			Second	41	No/No
43	Lakeshore Drive East of Gunnerson Street	59	First	35	No/No
			Second	41	No/No
44	Lakeshore Drive East of Gunnerson Street	59	First	33	No/No
			Second	39	No/No

[1] As shown in the Wall and Fence Plan (see Figure 3, above), the private outdoor area noise calculations account for the noise reduction provided by a 6-foot high cmu wall at the rear of the private outdoor areas that are adjacent to Lakeshore Drive.
[2] Interior noise level based on a 25 dB exterior to interior noise reduction rate with implementation of Project Design Feature 1 that allows for a "windows closed" condition (U.S. Department of Transportation, 2011)
Source: *Noise Impact Analysis*, Appendix I.

Project Traffic Generated Noise. Development of the proposed project would result in 140 residences, which would generate approximately 1,008 daily vehicular trips; of which 67 would occur in the a.m. peak hour and 80 would occur in the p.m. peak hour. The noise generated from these vehicular trips has been identified through utilization of the FHWA Roadway Noise Model, and a comparison of noise generated by traffic volumes with and without the project is provided in Table N-5.

Neither the General Plan or Municipal Code quantifies what constitutes a significant increase in ambient noise. Therefore, thresholds from the Federal Transit Agency have been utilized, which identifies noise impacts by comparing the existing noise levels and the future noise levels with the proposed project. Based on the FTA guidance, a substantial increase in ambient noise from vehicular traffic could occur when the noise levels at noise-sensitive land uses (e.g. residential, etc.) are less than 60 dBA CNEL and the project creates an increase of 2 dBA CNEL or greater noise level increase; or when noise levels are above 60 dBA

CNEL and the project creates a 1 dBA CNEL or greater noise level increase.

The proposed project's potential offsite roadway noise impacts were calculated through a comparison of the opening year 2024 with cumulative projects scenario to the opening year 2024 with cumulative projects plus project scenario, not including noise barriers. As shown in Table N-5, without the project traffic in the opening year, would range from 60.0 to 71.2 dBA CNEL. With inclusion of project traffic, noise levels would range from range from 60.1 to 71.2 dBA CNEL, and an increase of 0.0 to 0.2 dBA CNEL would result, which is less than the 1 dBA CNEL threshold. Therefore, impacts related to operational traffic noise would occur.

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

		dBA CNEL at Nearest Receptor[1]				
		Year 2024				
Roadway	Segment	Year 2024	Plus Project	Project Contribution	Increase Threshold[2]	Impact?
Lakeshore Drive	West of Machado Street	65.8	65.8	0.0	+1 dBA	No
Lakeshore Drive	West of Gunnerson Street	66.7	66.8	0.1	+1 dBA	No
Lakeshore Drive	East of Gunnerson Street	68.3	68.5	0.2	+1 dBA	No
Lakeshore Drive	East of Highway 74	60.0	60.1	0.1	+3 dBA	No
Machado Street	South of Lakeshore Drive	65.4	65.4	0.0	+1 dBA	No
Gunnerson Street	North of Lakeshore Drive	55.7	55.8	0.1	+3 dBA	No
Highway 74	North of Lakeshore Drive	68.5	68.6	0.1	+1 dBA	No
Highway 74	South of Lakeshore Drive	71.2	71.2	0.0	+1 dBA	No

Source: *Noise Impact Analysis*, Appendix I.

(Sources: *Noise Impact Analysis*, Appendix I)

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

Construction

Construction activities for development of the project would include demolition, excavation, and grading activities, which have the potential to generate low levels of groundborne vibration. People residing in close proximity to the construction could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site. The reference vibration levels provided by the Caltrans how that a large bulldozer results in a velocity of 0.089 in/sec PPV at 25 feet, as shown in Table N-9.

Table N-9: Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level (L_v) at 25 feet
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: *Noise Impact Analysis*, Appendix I.

The primary source of vibration during construction would be from the operation of a bulldozer. Based on typical propagation rates, the vibration level at the nearest offsite residence (10 feet to the northwest) would be 0.24 inch per second PPV. The vibration level at the nearest offsite residence would be below the 0.25 inch per second PPV threshold detailed above. Impacts would be less than significant.

(Sources: *Noise Impact Analysis*, Appendix I)

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (No Impact.)

The project site is not located within two miles of a public airport or within an airport land use plan. The closest airport is the Skylark Field located approximately 5.8 miles southeast of the project site. The project site is located outside of the 60 dBA CNEL noise contours of this airport. As such, the project site would not be exposed to excessive noise levels from airport operations, and no impacts would occur.

(Sources: Google Earth, *Noise Impact Analysis*, Appendix I)

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

Conclusion

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

Existing Plans, Programs, or Policies
The following existing requirements would reduce the potential for impacts related noise:

PPP N-1: Construction Hours. The project shall comply with Municipal Code Section 17.176.080, that prohibits construction activities between the hours of 7:00 p.m. and 7:00 a.m. or at any time on weekend or on holidays.

Conditions of Approval
The following Conditions of Approval is required by the City as part of implementation of the project to ensure adherence to the City's construction noise limits.

COA N-1: The project construction plans and specifications and City construction permitting requirements shall require installation of the proposed 6-foot-high concrete masonry unit (cmu) wall along the northwest side of the project site that is adjacent to the preschool prior to the start of grading and other construction

activities to minimize potential construction related disruption and ensure compliance with Municipal Code Section 17.176.080.F.

COA N-2: The project construction plans and specifications and City construction permitting requirements shall require a 100-foot setback between stationary construction equipment and any off-site sensitive receptors, or installation of a temporary sound barrier between the stationary construction equipment and nearby sensitive receptors to minimize potential construction related disruption and ensure compliance with Municipal Code Section 17.176.080.F.

Mitigation Measures: The Lakeshore Village Specific Plan Final MND Mitigation Measures for noise, which are listed previously are applicable to the Project and would be included in the Project MMRP to ensure implementation.

No new mitigation measures are required.

XIV. POPULATION AND HOUSING

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Final MND determined that the same land uses that were anticipated for the Specific Plan area would continue with the Specific Plan and onsite residential and non-residential uses would be provided as intended by the City, the fact that the site is currently vacant and undeveloped means that infrastructure and utilities would be extended and that surrounding vacant areas could develop as a result. The Final MND determined that the City of Lake Elsinore supports development and construction within its boundaries and that implementation of the Specific Plan would be a beneficial means of better responding to demands for more residential and commercial development in the City. In addition, the Final MND determined that the Specific Plan area is vacant and undeveloped, and no displacement of housing would occur from implementation of the Specific Plan.

Lakeshore Village Specific Plan Final MND Mitigation Measures

None.

Impacts Associated with the Proposed Project

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (No New Impact.)

The proposed project would construct 140 two-story condominium residences and the associated amenities and infrastructure on the project site. The California Department of Finance (CDF) data details that the City of Lake Elsinore has a residential population of 64,762 and 19,306 housing units in 2021. The Lake Elsinore General Plan Update EIR (GPU EIR) details that the City has an average of 3.27 persons per household. Furthermore, the GPU EIR details that by 2030 the population in the City is projected to be approximately 85,376 and the City would have approximately 28,704 housing units.

Based on this information, the proposed 140 condominiums would result in a net increase of approximately 458 new residents. The addition of 458 new residents would represent a population increase of 0.7 percent and the new housing units would result in a 0.7 percent increase in residential units within the City. Additionally, the proposed population and housing unit increase would be within the projected population and housing stock as analyzed by the GPU EIR. Furthermore, the proposed project is located in an urbanized area of the City, is surrounded by residential and urban uses, and is already served by the existing roadways

and infrastructure systems. No infrastructure would be extended or constructed to serve areas beyond the project site, and indirect impacts related to growth would not occur from implementation of the proposed project. Therefore, no new impacts related to inducement of unplanned population growth, either directly or indirectly, would occur from the project.

(Sources: Lake Elsinore General Plan Update, Draft Program EIR, August 2011; California Department of Finance, Population and Housing Estimates, September 2021, https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/)

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No New Impact.)

The project site is undeveloped and vacant. The site does not include any existing housing and no people are located onsite. Therefore, the project would not displace any people or housing, and no impacts would occur.

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

Conclusion

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

Mitigation Measures: No mitigation measures are required.

XV. PUBLIC SERVICES

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

Fire Protection. The Final MND states that the Riverside County Fire Department provides fire protection and safety services to the City. The nearest fire station is No. 10, at 410 West Graham Avenue. The final MND determined the implementation of the proposed Specific Plan would not result in significant impacts and that development is required to comply with Fire Department requirements and standards to ensure adequate fire protection improvements and access are provided. The Final MND includes mitigation measures, that are listed below, related to compliance with fire related design measures to ensure that potential impacts would be less than significant.

Police Protection. The Final MND states that law enforcement services are provided by the Riverside County Sheriff's Department station located at 117 South Langstaff. The Final MND describes that Specific Plan development is required to comply with Police Department requirements and standards to ensure adequate safety and access are provided. The Final MND includes mitigation, as listed below, to ensure

Police Department reviews development plans and applicant revision to address any issues raised by the Police Department to reduce potential impacts to a less than significant level.

Schools. The Final MND states that the Specific plan would directly increase student enrollment at schools within the Lake Elsinore Unified School District. To offset any impact, any future development is required to pay appropriate school fees, in accordance with SB 50.

Parks. The Final MND states that the Specific plan would increase population and associated burden on parks in the area. To offset any impact, any future development is required to pay park fees.

Other Public Facilities. The Final MND states that the Specific plan would increase population and associated burden on other governmental services such as the library. To offset any impact, any future development is required to pay appropriate library fees.

Lakeshore Village Specific Plan Final MND Mitigation Measures

Final MND Mitigation Measure PS-1: Prior to issuance of building permit, the applicant is required to pay appropriate school, park, and library fees.

Project Applicability: *This measure is applicable to the proposed Project and would be included in the Project's MMRP.*

Final MND Mitigation Measure PS-2: Prior to any tentative tract map or Design Review approval, the applicant shall interface with the Fire and Police Departments to address and respond to any issues and concerns raised by the Fire and Police Departments, including emergency access.

Project Applicability: *This measure is applicable to the proposed Project and would be included in the Project's MMRP.*

Final MND Mitigation Measure PS-3: Prior to Design Review approval, the applicant shall comply with the following fire mitigation:

- The applicant shall participate in the Development Impact Fee Program as adopted by the City of Lake Elsinore.
- All water mains and fire hydrants shall be constructed m accordance with Riverside County Ordinance No. 460 and/or No. 787.1.
- Prepare a Fire Protection/Vegetation Management Plan for Fire Department approval.
- The Homeowner's Association shall be responsible for implementing the Fire Protection/Vegetation Management Plan.
- The project shall provide an alternate or secondary access.

Project Applicability: *This measure is applicable to the proposed Project and would be included in the Project's MMRP.*

Impacts Associated with the Proposed Project

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable

service ratios, response times or other performance objectives for any of the public services:

a) Fire protection? (No New Impact.)

The Riverside County Fire Department provides fire protection services throughout the City. The Fire Department has four fire stations within 4.8 roadway miles of the project site, as listed in Table PS-1.

Table PS-1: Fire Stations Serving Project

Station	Address	Distance from Site (roadway miles)
#85	29405 Grand Avenue, Lake Elsinore, CA 92530	2.4 miles
#11	33020 Maiden Lane, Lake Elsinore, CA 92530	4.8 miles
#10	410 W. Graham Ave, Lake Elsinore, CA 92530	2.7 miles
#97	41725 Rosetta Canyon Dr, Lake Elsinore, CA 92532	4.0 miles

The proposed project would develop 140 two-story condominium residences and the associated amenities and infrastructure within the site. Implementation of the project would be required to adhere to the California Fire Code, as included in the City's Municipal Code Chapter 15.56. As part of the permitting process the project plans would be reviewed by the City's Building and Safety Division to ensure that project plans meet the fire protection requirements.

Due to the increase in onsite people that would occur from implementation of the project, an incremental increase in demand for fire protection and emergency medical services would occur. However, the increase in residents onsite is limited (458 residents) and would not increase demands such that the four fire stations would not be able to accommodate servicing the project in addition to its existing commitments. Furthermore, per the Riverside County Fire Department Master Plan, the City falls into the Urban category (GPU EIR). This classification requires a fire station be within three roadway miles of the project site and has a response time goal of 7 minutes. As shown in Table PS-1, Riverside County Fire Department Station 85 is approximately 2.4 roadway miles from the site. Based on the travel distance from the station to the site, the approximate response time would be six minutes. As such, per the Riverside County Fire Department Master Plan, the project site would have adequate fire service. Provision of a new or physically altered fire station would not be required that could cause environmental impacts. Therefore, no new impacts related to fire protection services would result from the proposed project.

(Sources: Lake Elsinore General Plan Update, Draft Program EIR (GPU EIR), August 2011; Riverside County Fire Department)

b) Police protection? (No New Impact.)

The City of Lake Elsinore contracts with the County of Riverside Sheriff's Department for police services. The Sheriff Station serving the project area is the Lake Elsinore Station, located at 333 W. Limited Avenue, Lake Elsinore, CA 92530. The Station is located approximately 2.9 roadway miles from the project site. The City's Fiscal Year 2020-2021 Operating Budget describes that the City has 52.7399 sworn officers and 5 community service officers. The California Department of Finance (CDF) data details that the City of Lake Elsinore has a residential population of 64,762 in 2021. Therefore, the City currently has approximately 1.2 officer per 1,000 residents.

Because the project site is currently vacant, development of the proposed 140 residences would result in an

incremental increase in demands on law enforcement services. However, the increase would not be significant when compared to current demand levels. As described previously, the residential population of the project site at full occupancy would be approximately 458 residents. Based on the current staffing ratio of 1.2 officers for every 1,000 residents, the proposed project would require 0.55 percent of an additional officer. This additional staffing would not require the construction or expansion of the City's existing policing facilities. Thus, no new impacts would occur.

In addition, the project would be required to comply with the City of Lake Elsinore Municipal Code, which requires a development impact fee (DIF) payment to the City for impacts to public services and facilities, including sheriff facilities and services. Payment of the DIF fee would ensure that funds are available for either the purchase of new equipment and/or the hiring of additional sheriff personnel to maintain the County's desired level of service for sheriff protection. Therefore, no new impacts related to police services would occur.

(Sources: City of Lake Elsinore FY 2020-2021 Annual Operating Budget, Accessed: http://www.lake-elsinore.org/home/showdocument?id=27115; California Department of Finance, Population and Housing Estimates, September 2021, https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/; Lake Elsinore General Plan Update, Draft Program EIR (GPU EIR), August 2011; Riverside County Sheriff's Department, https://www.riversidesheriff.org/743/Lake-Elsinore-Station)

c) Schools? (<u>No New Impact.</u>)

The project site is located within the Lake Elsinore Unified School District (LEUSD) that is comprised of 13 elementary schools, 2 K-8 schools, 4 middle schools, and 3 high schools. The schools that serve the site are listed below:

- Withrow Elementary School located at 30100 Audelo Street Lake Elsinore, approximately 1.9 miles from the project site. Withrow Elementary School has an existing remaining capacity of 689 students.
- Terra Cotta Middle School located at 29291 Lake Street, Lake Elsinore, approximately 2.98 miles from the project site. Terra Cotta Middle School has an existing remaining capacity of 226 students.
- Lakeside High School located at 32593 Riverside Drive, Lake Elsinore, approximately 1.9 mile from the project site. Lakeside High School has a capacity of 3,363 students.

The project would develop 140 condominiums. The LEUSD student generation rate is 0.28 students per dwelling unit for elementary school; 0.15 students per dwelling unit for middle school; and 0.20 students per dwelling unit for high school. Based on the existing capacity of the schools serving the project site, both schools would be able to serve the project, as shown in Table PS-2.

Table PS-2: School Capacity and Project Generated Students

School	School Capacity	2020-2021 Enrollment[1]	Existing Remaining Capacity	Students Generated by Project	Remaining Capacity with Project
Withrow Elementary School	1,300	611	689	40	649
Terra Cotta Middle School	1.300	1,074	226	21	205
Lakeside High School	3,363	1,811	1,552	28	1,524

[1]Source: Lake Elsinore Unified School District, School Accountability Report Cards

Additionally, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. These fees are collected by school districts at the time of issuance of building permits for development projects. **Pursuant to Government Code Section 65995 applicants shall pay developer fees to the appropriate school districts at the time building permits are issued;** and payment of the adopted fees provides full and complete mitigation of school impacts. As a result, impacts related to school facilities would not occur with the Government Code required fee payments.

(Sources: Lake Elsinore General Plan Update, Draft Program EIR (GPU EIR), August 2011; Lake Elsinore Unified School District, https://www.leusd.k12.ca.us/)

d) Parks? (No New Impact.)

As of 2011, the City of Lake Elsinore had approximately 559 acres of developed parks and open space within the City. There are 16 existing park facilities totaling approximately 125.1 acres and four recreational facilities totaling 21,000 square feet. The parks closest to the project site include the following:

- Summerlake Park located at 900 W Broadway, Lake Elsinore, CA 92530, approximately 1.7 roadway miles from the project site. This park includes a tot lot, basketball courts, picnic areas, soccer fields, barbeques, and pedestrian walkways.
- Machado Park located at 15150 Joy St, Lake Elsinore, CA 92530, approximately 0.8 miles from the project site. This park includes volleyball courts, tennis courts, play equipment, picnic areas, barbecues, and pedestrian walkways.

The proposed project would develop 140 condominium residences and the associated amenities and infrastructure on the site. The project includes a 0.86-acre recreation area and a recreation center on the site. The 0.86-acre open space recreation area would include playground equipment, swing set, barbeques, overhead trellis, turf areas, seating, sidewalks. The recreation center would include restrooms, drinking fountains, pool and spa, shade structure, lounge chairs, table and chairs. The City's Municipal Code Section 17.84.120 provides park requirements that are based on the number of dwelling units. Based on the Code's requirement of 250 square feet of common open space per unit, the project would require 35,000 square feet or 0.80 acres of common open space. Therefore, a large majority of the project's park demand would be met by the provision of the onsite recreation area. In addition, the project would be required to pay parkland fees pursuant to Municipal Code Section 19.12.170, as a condition of the approval of a tentative map (included as **PPP PS-2**), which would be used by the City for public purposes and facilities to the benefit of the public and the residents of the City. Also, as described previously, the City currently has over 125.1 acres of park facilities, including two parks within 1.7 miles of the project site. Therefore, no new impacts related to the need to provide new or altered park and recreation facilities in order to maintain acceptable service ratios would occur.

Further, the impacts of development of the proposed 0.86-acre recreation area is considered part of the impacts of the proposed project as a whole and are analyzed throughout the various sections of this CEQA Addendum. For example, activities such as excavation, grading, and construction as required for the recreation area are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation sections.

(Sources: Lake Elsinore General Plan Update, Draft Program EIR (GPU EIR), August 2011)

e) Other public services/facilities? (No New Impact.)

The proposed project would redevelop the project site with 140 condominium units within an area is developed with commercial and residential uses. The additional residences would result in a limited incremental increase in the need for additional services, such as public libraries and post offices, etc. Because the project area is already served by other services and the project would result in a limited increase in residences, the project would not result in the need for new or physically altered facilities to provide other services, the construction of which could cause significant environmental impacts. Therefore, no new impacts would occur.

(Sources: Lake Elsinore General Plan Update, Draft Program EIR (GPU EIR), August 2011)

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

Conclusion

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

Existing Plans, Programs, or Policies
The following existing requirements would reduce impacts to school facilities from the proposed project:

PPP PS-1: Schools Development Impact Fees. Prior to issuance of building permit, the project shall pay applicable development fees levied by the Lake Elsinore Unified School District pursuant to the School Facilities Act (Senate Bill [SB] 50, Stats. 1998, c.407).

PPP PS-2: Park Fees. As a condition of the approval of a tentative map, the project shall pay applicable park related fees pursuant to Municipal Code 19.12.170.

Mitigation Measures: The Lakeshore Village Specific Plan Final MND Mitigation Measures for public services, which are listed previously, are applicable to the proposed project and would be included in the Project MMRP to ensure implementation.

No new mitigation measures are required.

XVI. RECREATION

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Final MND describes that implementation of the Specific Plan development would increase population and associated burden on parks in the area, but that residential developments would include open space and recreation areas, which would lessen the burden on existing recreational facilities in the City. Impacts were

determined to be less than significant.

Lakeshore Village Specific Plan Final MND Mitigation Measures

None.

Impacts Associated with the Proposed Project

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (No New Impact.)

As described previously, the project would develop 140 condominium units and 0.86-acre recreation area would include playground equipment, swing set, barbeques, overhead trellis, turf areas, seating, sidewalks. The recreation center would include restrooms, drinking fountains, pool and spa, shade structure, lounge chairs, tables, and chairs. The City's Municipal Code Section 17.84.120 provides park requirements that are based on the number of dwelling units. Based on the Code's requirement of 250 square feet of common open space per unit, the project would require 35,000 square feet or 0.80 acres of common open space. Therefore, a large majority of the project's park demand would be met by the provision of the onsite recreation area. In addition, the project would be required to pay parkland fees pursuant to Municipal Code Section 19.12.170, as a condition of the approval of a tentative map (included as **PPP PS-2**), which would be used by the City for public purposes and facilities to the benefit of the public and the residents of the City. Also, as described previously, the City currently has over 125.1 acres of park facilities, including two parks within 1.7 miles of the project site. Therefore, no new impacts related to the increase in the use of existing parks and recreational facilities, such that physical deterioration of the facility would be accelerated would occur.

(Sources: Lake Elsinore General Plan Update, Draft Program EIR (GPU EIR), August 2011; City of Lake Elsinore Municipal Code)

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (No New Impact.)

As described above, the project includes 0.86-acre recreation area would include playground equipment, swing set, barbeques, overhead trellis, turf areas, seating, sidewalks. The recreation center would include restrooms, drinking fountains, pool and spa, shade structure, lounge chairs, tables, and chairs. The impacts of development of the recreation area is considered part of the impacts of the proposed project as a whole and are analyzed throughout the various sections of this CEQA Addendum. For example, activities such as excavation, grading, and construction as required for the park are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation Sections.

In addition, while the project would contribute development impact fees pursuant to Municipal Code Section 19.12.170 (included as **PPP PS-2**) to be used towards the future expansion or maintenance of parks and recreational facilities, these fees are standard with every residential development, and the proposed project would not require the construction or expansion of other recreational facilities that might have an adverse physical effect on the environment. As a result, no new impact would occur.

(Sources: Lake Elsinore General Plan Update, Draft Program EIR (GPU EIR), August 2011; City of Lake Elsinore Municipal Code)

No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Final MND. The proposed project is consistent with the impacts

identified in the Final MND and the level of impact remains unchanged from that cited in the Final MND.

Conclusion

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

Existing Plans, Programs, or Policies
The following existing requirement would reduce impacts to recreation facilities from the proposed project:

PPP PS-2: Park Fees. Listed previously in Section 15, *Public Services*.

Mitigation Measures: No mitigation measures are required.

XVII. TRANSPORTATION

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Final MND determined that buildout of the Specific Plan would generate approximately 7,600 daily trips, which represent about 8,400 or over 50 percent less trips than the previous allowable development within the Specific Plan area. The Final MND concluded that the Specific Plan buildout would not result in any significant traffic or congestion impact, but that all development in the City is required to pay traffic mitigation fees to offset any incremental project impact on the City's overall circulation system. In addition, the Final MND states that to ascertain the specific roadway improvements necessary to provide safe access to the Specific Plan developments, the applicant is required to prepare traffic studies for the future attached residential product and commercial uses, which is included as mitigation to ensure that potential traffic impacts are reduced to a less than significant level.

Regarding emergency access and internal circulation, the Fire Department would review development plans as part of the development permitting process to ensure adequate emergency access, which is also included as mitigation to ensure that emergency access impacts would not result from development of the Specific Plan area. Furthermore, the Final MND describes that development applicants are required to show compliance with City's alternative transportation policies, such as sidewalks and bicycle parking, during the City's permitting review and approval process. The Final MND determined that transportation impacts would be less than significant with mitigation.

Lakeshore Village Specific Plan Final MND Mitigation Measures

Final MND Mitigation Measure TR-1: Prior to approval of a Tentative Tract Map or Design Review application for the proposed attached residential product and/or neighborhood commercial uses, the applicant shall prepare traffic studies for the future attached residential product and commercial uses. The traffic studies shall address the following:

- Project trip generation of the proposed attached residential product and neighborhood commercial uses.

- Show that access and roadway improvements will be designed to comply with design criteria contained in the Caltrans Design Manual and other City requirements and standards.
- Show that the Fire Department has reviewed and accepted plans for emergency access.
- Show that the City's parking requirements have been satisfied.
- Show compliance with the City's alternative transportation policies.

Project Applicability: *This measure is applicable to the proposed Project and would be included in the Project's Mitigation Monitoring and Reporting Program (MMRP).*

Final MND Mitigation Measure TR-2: Prior to issuance of building permit, the applicant shall pay appropriate City traffic mitigation fees.

Project Applicability: *This measure is applicable to the proposed Project and would be included in the Project's Mitigation Monitoring and Reporting Program (MMRP).*

Impacts Associated with the Proposed Project

This section is based on the Traffic Impact Analysis included in Appendix J and the Vehicle Miles Traveled (VMT) Screening Analysis Memo included in Appendix K. The project's vehicular trips were calculated using the Trip Generation Manual, 11th Edition (Institute of Transportation Engineers, 2021).

Traffic Threshold

The City of Lake Elsinore requires that peak-hour intersections operate at LOS "D" or better to be considered acceptable. Therefore, any City intersection operating at LOS "E" or LOS "F" will be considered deficient. An addition of Project traffic that degrades operations from LOS D or better to LOS E or worse or increases delay on a facility operating at LOS D or worse will be considered deficient and would need to identify an improvement to return to LOS D or better. However, automobile delay, as described solely by LOS or similar measure of traffic congestion, is no longer considered a significant impact under CEQA, except in locations specifically identified in the Guidelines. (Pub. Resources Code, § 21099(b)(2).) CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Thus, the LOS analysis using a threshold of LOS D is provided to describe the project effect on local intersections and project consistency with the General Plan circulation requirement.

Traffic Study Area and Existing Conditions

The following five intersections were evaluated for impacts related to the project:

1. Lakeshore Drive & Machado Street (Signalized)
2. Lakeshore Drive & Gunnerson Street-Project Driveway (Two-Way Stop Control)
3. Lakeshore Drive & Viscaya Street (Signalized)
4. Lakeshore Drive & SR-74 (Signalized)
5. Gunnerson Street & SR-74 (Two-Way Stop Control)

As shown in Table T-1, two of the intersections currently operate at LOS E or F during the a.m. and/or p.m. peak hours, which is considered an unsatisfactory condition per City criteria.

Table T-1: Existing Peak Hour Levels of Service

Intersection	Traffic Control	AM Peak		PM Peak		Threshold of Significance
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	
1. Lakeshore Dr/Machado St	Signal	16.6	B	19.1	B	D
2. Lakeshore Dr/Gunnerson St-Proj Dwy	TWSC	31.2	D	61.5	F	D
3. Lakeshore Dr/Viscaya St	Signal	9.9	A	14.1	B	D
4. Lakeshore Dr/SR-74	Signal	33.7	C	35.0	C	D
5. Gunnerson St/SR-74	TWSC	693.0	F	537.0	F	D

=Unsatisfactory Level of Service

Source: *Traffic Impact Analysis*, Appendix J

TWSC = Two Way Stop Control

[1] Delay in Seconds

[2] Level of Service

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? (No New Impact.)

The proposed project would develop the project site with 140 residences and recreation/open space facilities. The trip generation for the project was calculated using trip rates from the Institute of Transportation Engineers, *Trip Generation 11th Edition*, 2021. As shown in Table T-2, the project would generate approximately 1,008 daily trips including 67 trips during the a.m. peak hour and 80 trips during the p.m. peak hour.

Table T-2: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates								
Single-Family Attached Housing[1]	DU	7.20	0.15	0.33	0.48	0.32	0.25	0.57
Project Trip Generation								
Proposed Townhomes 140	DU	1,008	21	46	67	45	35	80

Source: *Traffic Impact Analysis*, Appendix J

Opening Year Plus Project Conditions

The project would provide a gated entry from Lakeshore Drive at the intersection of Gunnerson Street and install a traffic signal. As per the City of Elsinore Circulation Plan, Lakeshore Drive is a 6-lane urban arterial that the project would provide dedication for 3-lanes, consistent with the urban arterial roadway designation, and would have a right turn into the project site, a straight through lane, and a left turn lane onto Gunnerson Street. The striping plan of the intersection of Lakeshore Drive and Gunnerson Street-Project Driveway is shown in Figure 9 and the Traffic Impact Analysis includes these improvements.

An intersection operations analysis was conducted for the study area to evaluate the opening year a.m. and p.m. peak hour conditions with operation of the proposed project. The opening year traffic forecasts were developed by applying an annual growth rate of 2% to 2022 traffic volumes. As the proposed project is expected to be complete by 2024, two years of growth was applied to existing counts, plus the project generated trips.

As shown in Table T-3, the unsignalized intersection of Gunnerson Street and SR-74 would operate at an unsatisfactory LOS F during the AM and PM peak hours. This LOS is consistent with the existing condition; however, the delay would increase by 320.5 seconds in the a.m. and increase by 283.3 seconds in the p.m. peak hour.

Table T-3: Opening Year Plus Project Peak Hour Level of Service

Intersection		Traffic Control	AM Peak		PM Peak	
			Delay[1]	LOS[2]	Delay[1]	LOS[2]
1	Lakeshore Dr/Machado St	Signal	16.8	B	20.3	C
2	Lakeshore Dr/Gunnerson St-Proj Dwy	TWSC	6.4	A	8.5	A
3	Lakeshore Dr/Viscaya St	Signal	10.0	B	14.5	B
4	Lakeshore Dr/SR-74	Signal	37.9	D	40.1	D
5	Gunnerson St/SR-74	TWSC	1,013.5	F	820.3	F

=Unsatisfactory Level of Service
Source: *Traffic Impact Analysis*, Appendix J
TWSC = Two Way Stop Control
[1] Delay in Seconds
[2] Level of Service

To improve operating conditions, the unsignalized intersection of Gunnerson Street and SR-74 would be improved from a two-way stop control to a signalized intersection, which is consistent with previous recommendation for this intersection. The project would be responsible for paying fair share contribution for this improvement. As shown on Table T-4, with signalization, the intersection of Gunnerson Street and SR-74 would operate at satisfactory LOS B during the a.m. peak and LOS A during the p.m. peak hour.

Table T-4: Opening Year Plus Project with Signalization Peak Hour Level of Service

Intersection		AM Peak		PM Peak	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]
5	Gunnerson St/SR-74	13.3	B	9.1	A

Source: *Traffic Impact Analysis*, Appendix J
TWSC = Two Way Stop Control
[1] Delay in Seconds
[2] Level of Service

Opening Year Plus Project Plus Cumulative Conditions

The traffic volumes of opening year plus project and cumulative projects scenario were developed by applying an ambient growth rate of two percent per year to the existing (2022) traffic volumes and adding traffic generated by the proposed project and also by adding the traffic generated by 15 cumulative (approved and not yet built and those under review) development projects. As shown in Table T-5, the intersection of Lakeshore Drive and SR-74 would operate at an unsatisfactory LOS E during the p.m. peak hours; and the unsignalized intersection at Gunnerson Street and SR-74 would operate at an unsatisfactory LOS F in both the a.m. and p.m. peak hours in the cumulative plus project condition. The LOS at the unsignalized intersection is consistent with the existing condition; however, the delay at Gunnerson Street and SR-74 would increase by 1,049.6 seconds in the a.m. and by 991.2 increase in the p.m. peak hour.

Table T-5: Opening Year Plus Project Plus Cumulative Peak Hour Level of Service

Intersection		Traffic Control	AM Peak		PM Peak	
			Delay[1]	LOS[2]	Delay[1]	LOS[2]
1	Lakeshore Dr/Machado St	Signal	17.2	B	21.6	C
2	Lakeshore Dr/Gunnerson St-Proj Dwy	TWSC	6.8	A	9.1	A
3	Lakeshore Dr/Viscaya St	Signal	9.9	B	15.0	B
4	Lakeshore Dr/SR-74	Signal	46.2	D	63.7	E
5	Gunnerson St/SR-74	TWSC	1,742.6	F	1,528.2	F

=Unsatisfactory Level of Service
Source: *Traffic Impact Analysis*, Appendix J
TWSC = Two Way Stop Control
[1] Delay in Seconds
[2] Level of Service

As shown on Table T-6, with signalization of the intersection Gunnerson Street and SR-74 would operate at satisfactory LOS C during the a.m. peak and LOS B during the p.m. peak hour. In addition to improve the operation of the intersection of Lakeshore Drive and SR-74, the signal phasing would be changed from Protected[4] to Protected-Permissive at the northbound left and southbound left turns during p.m. peak hour. With implementation of this improvement, the intersection would operate at LOS D during the p.m. peak hour. The project would be responsible for paying fair share contribution for these improvements.

Table T-6: Opening Year Plus Project Plus Cumulative with Signalization Changes Peak Hour Level of Service

Intersection		AM Peak		PM Peak	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]
4	Lakeshore Dr/SR-74	-	-	44.8	D
5	Gunnerson St/SR-74	21.6	C	14.8	B

Source: *Traffic Impact Analysis*, Appendix J
[1] Delay in Seconds
[2] Level of Service

To provide for optimum traffic flow conditions, a **Condition of Approval COA T-1** has been included to require the project to be responsible for a 6.83% fair share contribution for the improvements to the intersection of Lakeshore Drive and SR-74, and a 9.75% fair share contribution for the improvements to the intersection of Gunnerson Street and SR-74.

Transit Services. The Riverside Transit Agency (RTA) provides 36 local fixed-routes services that connect local communities, nine Commuter Link express bus routes, and a Rapid Link Gold Line for long-distance commuters traveling to Metrolink, Coaster and Sprinter stations, business parks, shopping malls and regional transit facilities. Bus routes that run through the City include RTA routes 8, 9, 22, 40, 205/206 that serve major destinations in the region.

RTA Route 8 is the closest to the project site and stops at Lakeshore Drive and Viscaya Street. Route 8 runs from the Lake Elsinore Outlet Center south to Wildomar. It operates Monday through Friday from 4:40 a.m. to 8:00 p.m. and on weekends from 7:00 a.m. to 6:00 p.m. with one-hour headways. These existing transit services would serve project residents. The proposed 140 residences would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Circulation. Class II bicycle facilities are striped lanes that provide bike travel and can be located next to a curb or parking lane and vary between 4 and 5 feet wide. There is an existing Class II bicycle facility on Lakeshore Drive adjacent to the project site. The project would not remove or otherwise impact the existing bicycle lane. The existing bicycle lane would provide bicycle transportation opportunities for residents of the project. Therefore, the proposed project would not conflict with, existing bicycle facilities. Thus, no new impacts related to bicycle facilities would occur from the project.

Pedestrian Facilities. There is no existing sidewalk next to the project site along Lakeshore Drive. The proposed project would provide onsite sidewalks throughout the project site and a new sidewalk along the project site frontage of Lakeshore Drive. This would facilitate pedestrian use and walking to nearby locations. Therefore, the proposed project would improve, and not conflict with, pedestrian facilities. Thus, no new impacts related to pedestrian facilities would occur.

(Sources: *Traffic Impact Analysis*, Appendix J)

4 Protected phasing consists of providing a separate phase for left-turning traffic and allowing left turns to be made only on a green left arrow signal. Protected-Permissive phasing not only allows left-turns on a green left arrow, but also allows left turns when there are adequate gaps in opposing traffic to complete left turns safely.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (No New Impact.)

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. The *City of Lake Elsinore Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (June 2020) provides the following VMT screening criteria from Western Riverside Council of Governments (WRCOG) to assess the potential for VMT impacts:

1. Transit Priority Area (TPA) Screening: Projects which are located within a TPA are presumed to have a less than significant impact on VMT.
2. Low VMT Area Screening: This screening threshold applies to residential or office projects that are located within a low VMT-generating area, which are identified by WRCOG as traffic analysis zones (TAZ) where total daily VMT per service population performs at or below the jurisdictional average of total VMT per service population under base year (2012) conditions. Projects which are located within a low VMT-generating area are presumed to have a less than significant impact on VMT.
3. Project Type Screening: Local serving projects listed in the TIA Guidelines and projects that generate fewer than 110 net new daily vehicle trips (or 11 single-family residences) are presumed to have a less than significant impact on VMT.

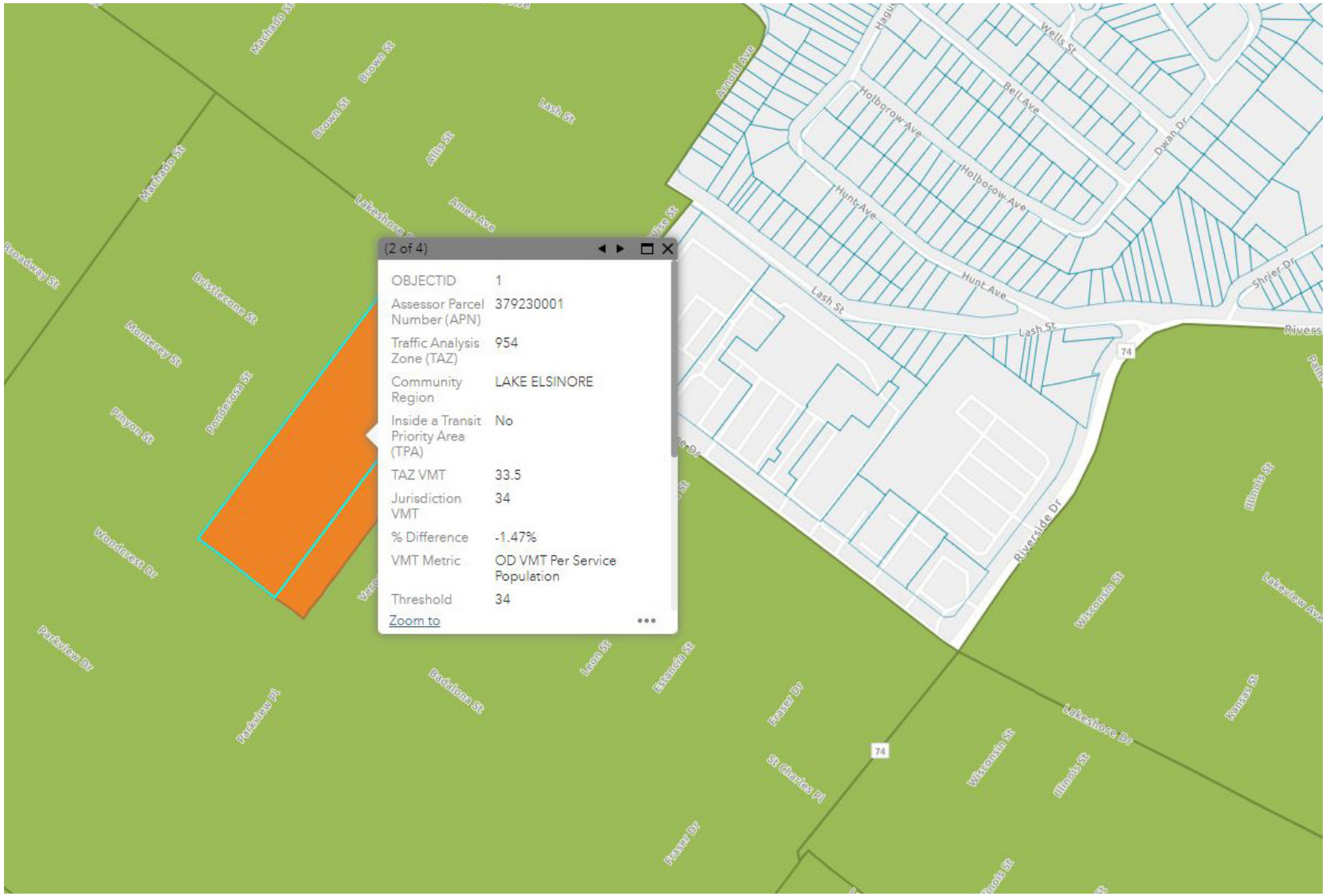
A VMT analysis was prepared for the project (Appendix K) using the web-based VMT screening tool developed by WRCOG that is used by the City. The screening tool identified the City wide VMT/service population is 34, and that the TAZ (TAZ 954) that the project site is located within has a daily total VMT of 33.5 per service population. The VMT/service population of the project zone is 1.47 percent below the jurisdiction VMT, as shown on Figure 14. Therefore, the project would meet the screening criteria of being in a low-VMT area. Based on the City's screening thresholds, the proposed project is within a low VMT-generating area and would not result in a new impact related to VMT.

(Sources: *Vehicle Miles Traveled (VMT) Screening Analysis Memo*, Appendix K)

c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? (No New Impact.)

The project includes development of residences and recreation facilities and open space. The project includes community type uses and does not include any incompatible uses, such as farm equipment. The proposed project would be accessed from Lakeshore Drive through a gated driveway that has been designed to City standards that would be verified during construction permitting. The Traffic Impact Analysis evaluated the current design of the gated driveway with the left-turn lane improvements and determined that there would be no queueing deficiencies for both the northbound and southbound left turn lanes.

VMT screening



Lakeshore Drive Residential
City of Lake Elsinore

Figure 14

The proposed onsite roadway would provide access to each residence and would be developed in conformance with City design standards. The City's construction permitting process includes review of project plans to ensure that no potentially hazardous transportation design features would be introduced by the project. For example, the design of the project street and driveway would be reviewed to ensure fire engine accessibility and turn around area is provided to the fire code standards. As a result, no new impacts related to vehicular circulation design features would occur.

(Sources: *Traffic Impact Analysis*, Appendix J)

d) Result in inadequate emergency access? (No New Impact.)

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the project site, and would not restrict access of emergency vehicles to the project site or adjacent areas. The installation of the driveway, and connections to existing infrastructure systems that would be implemented during construction of the proposed project could require the temporary closure of one lane of Lakeshore Drive. However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9),which would be ensured through the City's permitting process. Thus, implementation of the project through the City's permitting process would ensure existing regulations are adhered to and that no new impacts related to construction emergency access would occur.

Operation

As described previously, the proposed project area would be accessed from a driveway along Lakeshore Drive through the onsite street to each residence. The project also includes off-site circulation improvements to Lakeshore Drive and Gunnerson Street that would include installation of a traffic signal and exclusive left and right turn lanes. The design and permitting of these roadways would provide adequate and safe circulation to, from, and through the project area for emergency responders. Because the project is required to comply with all applicable City codes, as verified by the City during the development permitting process, no new impacts related to inadequate emergency access would occur.

(Sources: *Traffic Impact Analysis*, Appendix J)

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

Conclusion

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

Existing Plans, Programs, or Policies

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

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

Condition of Approval
The following Condition of Approval is required by the City as part of implementation of the project to assist in meeting the City's LOS requirements.

> **COA T-1:** Prior to certificate of occupancies are granted, the project applicant shall provide a 9% fair share contribution for the improvements to the intersection of Lakeshore Drive and SR-74, and a 13% fair share contribution for the improvements to the intersection of Gunnerson Street and SR-74 to improve the function of the roadway system with implementation of the proposed project.

Mitigation Measures: The Lakeshore Village Specific Plan Final MND Mitigation Measures for transportation, which is listed previously, is applicable to the proposed project and would be included in the project MMRP to ensure implementation.

No new mitigation measures are required.

XVIII. TRIBAL CULTURAL RESOURCES

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

Tribal cultural resources were not specifically evaluated in the Final MND as it was not a separate environmental topic in the CEQA checklist in 2003 when the Final MND was prepared. However, impacts related to tribal cultural resources were evaluated as part of the Cultural Resources evaluation, and the potential for specific tribal cultural resources to exist within the Lake Elsinore region were determined to be less than significant with the mitigation measure listed previously in Section V, *Cultural Resources*.

Lakeshore Village Specific Plan Final MND Mitigation Measures

CUL1. Listed previously in Section V, *Cultural Resources*.

Impacts Associated with the Proposed Project

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

AB 52 Requirements
Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on "tribal cultural resources" with significant environmental impacts (Public Resources Code [PRC] § 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project's potential impact to a tribal cultural resource. In addition, AB 52 requires that lead agencies, upon request of a California Native American tribe, begin consultation prior to the release of a negative declaration, mitigated negative declaration, or EIR for a project. AB 52 does not apply to a Notice

of Exemption or Addendum.

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). (<u>No New Impact</u>.)

As detailed previously in Section V, *Cultural Resources*, the project site does not include any resources that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. The potential of currently unidentified resources being onsite is also limited. The records search for the project identified resources within 1-mile of the project site that include prehistoric habitation sites. However, the project site has been highly disturbed from past agricultural activities and excavation for the existing onsite basin. Additionally, the Phase I Cultural Resources Survey for the site describes the previous ground disturbance and absence of bedrock and dependable water sources at the site limits the potential of resources at the project site. Therefore, the Phase I Cultural Resources Survey determined that no new impacts to buried resources would occur from the project.

(Sources: *Cultural Resources Study*, Appendix C)

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (No New Impact.)

As described in the previous response, no known tribal cultural resources are known to exist on the project site. The records search for the project identified resources within 1-mile of the project site that include prehistoric habitation sites. However, the project site has been highly disturbed from past agricultural activities and excavation for the existing onsite basin. Additionally, the Phase I Cultural Resources Survey for the site describes the previous ground disturbance and absence of bedrock and dependable water sources at this location limits the potential of the site to be a previous habitation site and limits the potential of resources. Therefore, the Phase I Cultural Resources Survey determined that no new impacts to buried resources would occur from the project.

(Sources: *Cultural Resources Study*, Appendix C)

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

Conclusion

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

Mitigation Measures: CUL1. Listed previously in Section V, *Cultural Resources*.

No new mitigation measures are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

Water and Wastewater. The Final MND describes that the Elsinore Valley Municipal Water District (EVMWD) would provide both water and wastewater services to the Specific Plan area and that the District has adequate capacity to serve the project. The Final MND includes requirements to coordinate the EVMWD as part of any tentative tract map approval regarding provision of water connections and facilities, including mainline extensions, and that with District coordination, included as mitigation, impacts would be less than significant.

Drainage. The Final MND describes that to ensure onsite and offsite drainage is conveyed properly and sufficient facilities are provided, the applicant is required, per mitigation, to prepare a drainage plan, prior to approval of any tentative tract map or Design Review application, which describes those onsite and offsite drainage facilities that are necessary to service the site. The Final MND states that locations, sizes, capacities, etc. of proposed drainage lines, channels, basins, etc. are required to be shown on drainage and that development would not be allowed unless sufficient and adequate drainage improvements and facilities are designed and provided with the proposed project.

Landfills. The Final MND determined that buildout of the Specific Plan area would be adequately served by the existing landfills and the Specific Plan would not significantly impact solid waste services or facilities. The MND describes that Specific Plan development would be required to comply with construction and debris removal and recycling requirements and contract with the City's waste hauler/ franchisee for all bins and their removal in accordance with City Ordinance.

Lakeshore Village Specific Plan Final MND Mitigation Measures

Final MND Mitigation Measure UT-1: The applicant shall prepare a drainage plan, prior to approval of any tentative tract map or Design Review application, which describes those onsite and offsite drainage facilities that are necessary to service the proposed apartments and commercial uses. Locations, sizes, capacities, etc. of proposed drainage lines, channels, basins, etc. must be described and shown on said drainage plans. If appropriate, the Riverside County Flood Control District shall review and accept said drainage plan.

Final MND Mitigation Measure UT-2: The applicant must comply with construction and debris removal and recycling requirements and shall contract with the City's waste hauler/ franchisee for all bins and their removal in accordance with City Ordinance.

Impacts Associated with the Proposed Project

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? No New Impact.

Water Infrastructure. The proposed project would redevelop the project site, which is served by Elsinore Valley Municipal Water District (EVMWD). Water is not currently provided to the project site as it is vacant and undeveloped. The proposed project would install onsite 8-inch water lines that would serve each

of the proposed residences and would connect to the existing 12-inch water line within Lakeshore Drive. The new onsite water system would convey water supplies to the proposed residences and landscaping through plumbing/landscape features that are compliant with the CalGreen Plumbing Code for efficient use of water. The proposed offsite water lines would be sized to serve the proposed project and would not provide new water supplies to any off-site areas.

The construction activities related to the onsite water infrastructure that would be needed to serve the proposed residences and associated open space areas is included as part of the proposed project and would not result in any physical environmental effects beyond those identified throughout this CEQA Addendum. For example, construction emissions for excavation and installation of the water infrastructure is included in Sections III, *Air Quality* and VIII, *Greenhouse Gas Emissions*. Therefore, the proposed project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and no new impacts would occur.

Wastewater Infrastructure. EVMWD provides wastewater treatment services to the project site via a 15-inch sewer line within Lakeshore Drive. The project would install an 8-inch sewer line that would serve each of the proposed residences and connect with the existing offsite 15-inch sewer line within the Lakeshore Drive right-of-way. The proposed sewer lines would be sized to serve the proposed project and would not provide sewer service to any off-site areas.

The construction activities related to installation of the onsite sewer infrastructure that would serve the proposed project, is included as part of the proposed project and would not result in any physical environmental effects beyond those identified throughout this CEQA Addendum. For example, construction emissions for excavation and installation of the sewer infrastructure is included in Section III, *Air Quality* and VIII, *Greenhouse Gas Emissions*, and noise volumes from these activities are evaluated in Section XIII, *Noise*. As the proposed project includes facilities to serve the proposed development, it would not result in the need for construction of other new wastewater facilities or expansions, the construction of which could cause significant environmental effects. Therefore, no new impacts would occur.

Stormwater Drainage. The project includes installation of an onsite stormwater drainage system that would convey onsite runoff to two bio filtration units and an underground storm water detention basin that would treat and infiltrate runoff. The construction activities related to installation of onsite stormwater drainage that would serve the proposed project, is included as part of the proposed project and would not result in any physical environmental effects beyond those identified throughout this CEQA Addendum. For example, construction emissions for excavation and installation of the stormwater infrastructure is included in Section III, *Air Quality* and 8, *Greenhouse Gas Emissions*, drainage changes are analyzed in Section X, *Hydrology and Water Quality,* and noise volumes from these activities are evaluated in Section XIII, *Noise.* As the proposed project includes facilities to serve the proposed development, it would not result in the need for construction of other new stormwater drainage facilities or expansions, the construction of which could cause significant environmental effects. Therefore, no new impacts would occur.

Electricity, Natural Gas, & Telecommunications. Southern California Edison provides electricity to the project site and Southern California Gas Company provides natural gas to the project site via existing utility lines in Lakeshore Drive. Spectrum provides telephone service to the project site and Cox Communications provides cable and internet to the project site.

The proposed project would install onsite infrastructure that would connect to the existing service systems. The construction activities related to installation of onsite electricity, natural gas, and telecommunications that would serve the proposed project, is included as part of the proposed project and would not result in any physical environmental effects beyond those identified throughout this CEQA Addendum. For example, construction emissions for excavation and installation of the infrastructure is included in Section

III, *Air Quality* and 8, *Greenhouse Gas Emissions*, and noise volumes from these activities are evaluated in Section XIII, *Noise.* As the proposed project includes facilities to serve the proposed development, it would not result in the need for construction of other new infrastructure facilities or expansions, the construction of which could cause significant environmental effects. Therefore, no new impacts would occur.

(Sources: Project Site Plans)

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (No New Impact.)

The proposed project would result in an increased demand for water supplies from the 140 residential units. The Elsinore Valley Municipal Water District (EVMWD) 2020 Urban Water Management Plan (UWMP) details that in 2020 the water demand in the City for residential uses was 129 gallons per day per capita, which was below the water use target of 188.6 gallons per day per capita. To provide a conservative estimate of project water use, a generation rate of 188.6 gallons per capita per day was used to estimate water demand from the proposed project. As described in Section XIV, *Population and Housing*, the proposed project would result in 458 additional residents at full occupancy. Based on the City's 2020 water use target of 188.6 gallons per capita per day, the 458 additional residents would generate a water demand of 86,379 gallons per day (96.8 acre-feet per year). The project would limit water demand by inclusion of low-flow plumbing and irrigation fixtures, pursuant to the California Title 24 requirements, and by reusing treated rainwater to irrigate the park area, as detailed in the Project Description.

The EVMWD's 2020 UWMP estimates water supply increase to 47,219 and total water demand of 38,932 in 2025, as shown in Table UT-1. The project's demand of 96.8 acre-feet equates to 0.3 percent of projected water demand in 2025. Therefore, the City would have water supplies available to serve the project. Because the project's residential uses are consistent with the existing General Plan land use and zoning designation of the site, which are used to project future water demands, the demand from the project is included in the UWMP demand projections listed in Table UT-1.

Table UT-1: Urban Water Management Plan Projections

		Projected Water Supply (AFY)				
		2025	2030	2035	2040	2045
Water Supply	Additional Detail on Water Supply	Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume
Purchased or imported water	Western/Metropolitan[1]	26,286	26,286	26,286	26,286	26,286
Purchased or imported water	Raw Imported Water Western/Metropolitan[1,2]	0	3,700	3,700	3,700	3,700
Groundwater	Elsinore Valley Subbasin[3]	5,500	5,500	5,500	5,500	5,500
Groundwater	Coldwater Subbasin[3]	1,200	1,200	1,200	1,200	1,200
Groundwater	Bedford Subbasin[3]	1,300	1,300	1,300	1,300	1,300
Groundwater	Lee Lake Subbasin[3]	875	875	875	875	875
Groundwater	Palomar Well Replacement[3]	450	450	450	450	450
Groundwater	Temecula-Pauba GW[3]	0	0	750	750	750
Surface Water	Canyon Lake/CLWTP[4]	2,500	2,500	2,500	2,500	2,500
Other	IPR at Regional WRF[5]	0	0	0	940	1,970
Recycled	Temescal Wash & Lake	7,270	8,027	8,863	8,960	8,960

Water Supply	Additional Detail on Water Supply	Projected Water Supply (AFY)				
		2025	2030	2035	2040	2045
		Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume
Water	Elsinore Replenishment[5]					
Recycled Water	Metered Customers[6]	1,459	1,459	1,459	1,459	1,459
Recycled Water	Canyon Lake and Summerly Golf Course[6]	378	378	378	378	378
Total Projected Supply[7]:		**47,219**	**51,675**	**53,261**	**54,298**	**55,328**
Total Projected Demand:		**38,932**	**41,994**	**45,313**	**48,085**	**50,967**

[1]Imported water will be used to fill the gaps will be based on the availability of local supplies. There is no total right or safe yield. EVMWD can purchase more water at an additional charge.
[2] Starting in 2026, EVMWD plans to start purchasing about 3,700 AFY of raw imported water from Western/Metropolitan for treatment at the CLWTP.
[3] The safe yield for the groundwater subbasins will be established with their respective GSPs.
[4] In settlement of litigation, EVMWD agreed not to treat more than 8,000 AFY of San Jacinto River flows in any water year at EVMWD's CLWTP. This 8,000 AFY limit applies only to San Jacinto River runoff and excludes any imported water conveyed in the river channel.
[5] In accordance with its NPDES permit, EVMWD is permitted to discharging 0.5 MGD to Temescal Wash and 7.5 MGD to Lake Elsinore. EVMWD is planning to use excess wastewater collected at the Regional WRF to implement an IPR project. It is anticipated that this water will be available between 2035 and 2040.
[6] Includes recycled water produced by the three EVMWD WRFs and recycled water from SRRRA and Eastern.
[7] The total right or safe yield were not calculated because the groundwater safe yields are being updated as part of the GSP projects.
Source: EVMWD 2020 UWMP

The EVMWD 2020 UWMP details the available supply, including groundwater, surface water, imported water, and recycled water would meet the projected demand during normal, single dry and multiple dry years. Therefore, no new impacts related to water supplies from the proposed project would occur.

(Sources: 2020 Urban Water Management Plan (2020 UWMP), Elsinore Valley Municipal Water District, May 2021, https://www.evmwd.com/home/showpublisheddocument/2233/637571268195170000)

c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (No New Impact.)

EVMWD operates and maintains sewer collection pipes in the project area that feed into EVMWD's trunk sewers that convey wastewater to the Regional Water Reclamation Facility that has a regular capacity of 8.0 million gallons per day (MGD) and is going through an expansion to provide an additional 4 MGD of treatment capacity.

Based on EVMWD's wastewater generation rate of 3,500 gallons per day per acre for high density residential, the proposed project would generate approximately 36,015 gallons per day over the 10.29-acre site. The project generated 36,015 gallons per day is within the 4 MGD of additional capacity that is being developed within the Regional Water Reclamation Facility. Therefore, no new impacts related to wastewater treatment capacity would occur.

(Sources: 2020 Urban Water Management Plan (2020 UWMP), Elsinore Valley Municipal Water District, May 2021, https://www.evmwd.com/home/showpublisheddocument/2233/637571268195170000; EVMWD, 2016 Sewer System Master Plan, August 2016, https://www.evmwd.com/home/showdocument?id=1773)

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (No New Impact.)

In 2019, approximately 92 percent of the solid waste from the City of Lake Elsinore, which was disposed of in landfills, went to the El Sobrante Landfill. The El Sobrante Landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2051. In June 2019, a maximum of 13,796 tons in a day was disposed at the El Sobrante Landfill, which provides for a remaining capacity of 2,258 tons per day.

Construction
Project construction would generate solid waste in the form of packaging and discarded materials. Section 5.408.1 of the 2016 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. As project construction does not require demolition of any structure, solid waste generated would be limited in comparison to operation wastes. As described above, the El Sobrante Landfill has a remaining capacity of approximately 2,258 tons per day. Therefore, the facility would be able to accommodate the limited construction waste generated by the project, and no new impacts would occur.

Operation
The CalEEMod solid waste generation rate for single-family residential land use is 0.41 tons per resident per year. As described in Section XIV, *Population and Housing*, full occupancy of the proposed project would generate approximately 458 new residents. Thus, operation of the project would generate approximately 187.78 tons per solid waste per year; or 3.61 tons per week.

However, at least 75 percent of the solid waste is required by AB 341 to be recycled, which would reduce the volume of landfilled solid waste to approximately 0.9 tons per week. As the El Sobrante Landfill has additional capacity of approximately 2,258 tons per day, the solid waste generated by the project would be within the capacity of the landfill. Thus, the proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and the project would not impair the attainment of solid waste reduction goals. No new impacts related to landfill capacity would occur.

(Sources: CalRecycle Solid Waste Information System Facility/Site Search. Available at: https://www2.calrecycle.ca.gov/SWFacilities/Directory/; CalRecycle Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility (ca.gov). Accessed: https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility)

g) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? No New Impact.

The proposed project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City is subject to the requirements set forth in Section 5.408.1 of the 2016 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed project would be consistent with all state regulations, as ensured through the City's development project permitting process. Therefore, the proposed project would comply with all solid waste statute and regulations; and no new impacts would not occur.

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

Conclusion

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

Mitigation Measures: The Lakeshore Village Specific Plan Final MND mitigation measures for utilities and service systems, which are listed previously, are applicable to the proposed project and would be included in the Project MMRP to ensure implementation.

No new mitigation measures are required.

XX. WILDFIRES

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Final MND describes that the Specific Plan area is surrounded by existing development and is not typically subjected to wildland fires. As is typical of any development project, prior to approval of Design Review, the Fire Department would review development projects and establish fire prevention measures to ensure people and/or structures would not be unnecessarily exposed to fire hazards.

Lakeshore Village Specific Plan Final MND Mitigation Measures

HAZ-1. Listed previously in Section IX, *Hazards and Hazardous Materials*.

Impacts Associated with the Proposed Project

The discussion below is based on CalFire Fire Hazard Severity Zone Mapping of the project site and vicinity.

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? (No New Impact.)

The project site is vacant and moderately covered with vegetation. The project site is adjacent to residences, roadways, commercial uses, and developed areas within the urban environment. The project site is not within or adjacent to any wildland areas. According to the CalFire Hazard Severity Zone map, the project site is not within a high fire hazard zone. Also, as described previously, the proposed onsite street system would meet City design standards for emergency access. Permitting of the onsite circulation would provide

adequate and safe circulation through the project area for emergency responders. Because the project is not located within a high fire hazard zone and is required to comply with all applicable City codes, as verified by the City, no new impacts related to wildfire emergency response or evacuation would occur.

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

b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (No New Impact.)

The project site is generally flat and does not contain or adjacent to slopes. The project site is adjacent to a roadway, residences, and developed areas. The project site is not adjacent to any wildland areas, and as determined by the CAL FIRE Hazard Severity Zone map, the project site is not within a high fire hazard zone. There are no factors on or adjacent to the project site that would exacerbate wildfire risks. Thus, no new impacts related to other factors that would expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would occur from the project.

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

c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (No Impact.)

As described previously, the project site is not within a wildfire hazard zone. The project does not include any infrastructure that would exacerbate fire risks. In addition, the project would provide internal streets and fire suppression facilities (e.g., hydrants and sprinklers) that conform to the California Fire Code requirements, included as Municipal Code Chapter 8.16, as verified through the City's permitting process. Therefore, no new impacts related to infrastructure that could exacerbate fire risks would occur with the proposed project.

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

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (No Impact.)

As described previously, the project site is not within a wildfire hazard zone. In addition, the project site is relatively flat and adjacent to flat areas. There are no slope or hillsides that would become unstable. In addition, the project would install onsite drainage that would convey runoff to a water quality basin on the project site. Therefore, no new impacts related to flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes would not occur from the proposed project.

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

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

Conclusion

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

Mitigation Measures: The Lakeshore Village Specific Plan Final MND Mitigation Measure for wildfires, which is listed previously, is applicable to the proposed project and would be included in the Project MMRP to ensure implementation.

No new mitigation measures are required.

V. MANDATORY FINDINGS OF SIGNIFICANCE

Summary of Impacts Identified in the Lakeshore Village Specific Plan Final MND

The Final MND determined that implementation of the Specific Plan would have limited potential to degrade the quality of the environment and would not significantly affect the environment or result in individually limited but cumulatively considerable impacts with implementation of the previously listed mitigation measures. In addition, the Final MND determined that implementation of the Specific Plan would not have the potential to significantly adversely affect humans, either directly or indirectly with implementation of the previously listed mitigation measures.

Lakeshore Village Specific Plan Final MND Mitigation Measures

Mitigation Measure AQ-1: Air quality analysis, as listed in Section III, *Air Quality*.

Mitigation Measure CUL-1: Unanticipated resources. As listed in Section V, *Cultural Resources*.

Mitigation Measure GEO-1: Grading and erosion control plans. As listed in Section VII, *Geology and soils*.

Mitigation Measure GEO-2: Erosion and construction plans. As listed in Section VII, *Geology and soils*.

Mitigation Measure HAZ-1: Fire Department Review. As listed in Section IX, *Hazards and Hazardous*

Materials.

Mitigation Measure HWQ-1: NPDES. As listed in Section X, *Hydrology and Water Quality*.

Mitigation Measure NOI-1: Noise Ordinance. As listed in Section XIII, *Noise*.

Mitigation Measure NOI-2: Construction. As listed in Section XIII, *Noise*.

Mitigation Measure PS-1: Public Service Fees. As listed in Section XIV, *Public Services*.

Mitigation Measure PS-2: Public Service Emergency Access. As listed in Section XIV, *Public Services*.

Mitigation Measure PS-3: Fire Services. As listed in Section XIV, *Public Services*.

Mitigation Measure TR-1: Traffic Study. As listed in Section XVII, *Transportation*.

Mitigation Measure TR-2: Traffic Fees. As listed in Section XVII, *Transportation*.

Mitigation Measure UT-1: Drainage Plan. As listed in Section XIX, *Utilities and Service Systems*.

Mitigation Measure UT-2: Solid waste. As listed in Section XIX, *Utilities and Service Systems*.

Impacts Associated with the Proposed Project

The following are Mandatory Findings of Significance in accordance with Section 21083 of CEQA and Section 15065 of the CEQA Guidelines.

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (No New Impact.)

As described in Section IV, *Biological Resources*, the project site consists of disturbed, ruderal habitat and disturbed, non-vegetated areas that appear to be disked regularly The General Biological Assessment determined that due to the disturbed condition of the site that is surrounded by development and Lakeshore Drive, no sensitive plant or animal species have a potential to occur on the project site; therefore, no sensitive habitat, sensitive species, or other biological resource would be impacted by the project.

As described in Section V, *Cultural Resources*, the project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as "historical resources" as defined by CEQA. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource. Also, due to previous ground-disturbance activities and absence of bedrock and dependable water sources at the site no new impacts to important examples of California prehistory would occur from the project.

(Sources: *General Biological Assessment*, Appendix B; *Cultural Resources Study*, Appendix C)

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects,

and the effects of probable future projects)? (No New Impact.)

The project would develop 140 residences with recreation, open space, and associated infrastructure and amenities on a site that was planned for such uses within an urban area. The cumulative effect of the proposed project taken into consideration with other development projects in the area would be limited, because the project would develop the site in consistency with the General Plan land use designation, zoning designation, and municipal code. As described by the City's General Plan EIR Section 6.1, *Growth Inducement* and Section 4.0, *Cumulative Impacts*, which includes development of the project site pursuant to the existing land use designations, buildout of the General Plan is anticipated to provide direction for future growth and facilitate development. As described herein, the project site has a General Plan land use designation of Lake View District Medium Density Residential that allows for a variety of residential types and prescribes a density range of 7 to 18 units per net acre. The project would result in 14.4 units per net acre, which is within the growth projections of the General Plan, and the cumulative impacts of which have been identified in the General Plan EIR.

Also, as described above, all of the potential impacts related to implementation of the project would be less than significant or reduced to a less than significant level with implementation of the Lakeshore Village Specific Plan Final MND mitigation measures that would be imposed by the City and would effectively reduce environmental impacts. The project would not result in any new substantial effects to any environmental resource topic that could become cumulatively significant.

As discussed in Section III, *Air Quality*, SCAQMD's CEQA Air Quality Handbook methodology describes that any projects that result in daily emissions that exceed any of these thresholds would have both an individually (project-level) and cumulatively significant air quality impact. If estimated emissions are less than the thresholds, impacts would be considered less than significant. As shown in Tables AQ-2 through AQ-5, CalEEMod results indicate that construction and operational emissions generated by the proposed Project would not exceed SCAQMD. Therefore, the project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and operational impacts would be less than significant.

As discussed in Section VIII, *Greenhouse Gas Emissions*, global climate change occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant global climate change effects in the absence of cumulative sources of GHGs. The project's total annual GHG emissions at buildout would not exceed the annual GHG emissions threshold of 3,000 MTCO2e. As shown on Table GHG-2, the project would result in approximately 1,224.75 MTCO2e per year. Therefore, the project would not result in cumulative impacts related to GHG emissions.

As discussed in Section XVII, *Transportation*, the project meets the City's VMT screening criteria because it is located within a low VMT-generating area. Therefore, cumulatively considerable transportation related impacts would be less than significant. Overall, impacts to environmental resources or issue areas would not be cumulatively considerable; and no new cumulative impacts would occur.

(Sources: Previous responses and associated studies)

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (No New Impact.)

The project proposes the construction and operation of 140 residences and related park and open space areas. The project would not consist of any use or any activities that would result in a substantial negative affect on persons in the vicinity. All resource topics associated with humans the proposed project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or

less-than-significant impacts, or less-than-significant impacts with implementation of Lakeshore Village Specific Plan Final MND mitigation measures. For impacts related to humans, the topic areas that require implementation of Specific Plan Final MND mitigation measures include construction related air quality emissions and geology. The other subject areas that require implementation of mitigation measures are related to cultural resources, hazards, transportation, and public services and utilities, which do not have an adverse effect on a living human being. Consequently, with implementation of mitigation, no new impacts on human beings directly or indirectly would occur.

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

Conclusion

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

Mitigation Measures: The Lakeshore Village Specific Plan Final MND mitigation measures, which are listed previously, are applicable to the proposed project and would be included in the Project MMRP to ensure implementation.

No new mitigation measures are required.

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