Draft

Initial Study
&
Mitigated Negative Declaration
for the

Mission Trail Apartments Project

City of Lake Elsinore
Riverside County, California

Lead Agency:
City of Lake Elsinore
130 South Main Street
Lake Elsinore, CA 92530
Contact: Justin Kirk

Prepared by:
VCS Environmental
30900 Rancho Viejo Road, Suite 100
San Juan Capistrano, CA 92675
Contact: Sean Noonan, AICP

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LIST OF ACRONYMS

APN	*Assessor Parcel Number*
AQMP	*Air Quality Management Plan*
BMPs	*Best Management Practices*
CAAQS	*California Ambient Air Quality Standards*
CalEEMod	*California Emissions Estimator Model*
Caltrans	*The State Department of Transportation*
CAP	*Climate Action Plan*
CARB	*California Air Resources Board*
CCR	*California Code of Regulations*
CDFW	*California Department of Fish and Wildlife*
CEQA	*California Environmental Quality Act*
CNDDB	*California Natural Diversity Database*
dB	*Decibel*
DBESP	*Determination of Biologically Equivalent or Superior Preservation*
DPM	*Diesel Particulate Matter*
EIR	*Environmental Impact Report*
ESA	*Endangered Species Act*
ESA	*Phase I Environmental Site Assessment*
EVMWD	*Elsinore Valley Municipal Water District*
GHG	*Greenhouse Gas*
HANS	*Habitat Evaluation and Acquisition Negotiation Strategy*
I-15	*Interstate 15*
Ldn	*Day/Night Equivalent Level*
LEAP	*Lake Elsinore Acquisition Process*
LEMC	*Lake Elsinore Municipal Code*
LEUSD	*Lake Elsinore Unified School District*
LID	*Low Impact Development*
LOS	*Level of service*
LST	*Localized Significance Threshold*
MATES	*Multiple Air Toxics Exposure Study*
MLD	*Most Likely Descendant*
MRZ	*Mineral Resource Zone*
MSHCP	*Western Riverside County Multiple Species Habitat Conservation Plan*
MSL	*Mean Sea Level*

NAAQS	*National Ambient Air Quality Standards*
NAHC	*Native American Heritage Commission*
NPDES	*Nation Pollutant Discharge and Elimination System*
PM_{10}	*Particulates ten microns or less in diameter*
$PM_{2.5}$	*Particulates 2.5 microns or less in diameter*
PPV	*Peak Particle Velocity*
PRC	*Public Resources Code*
RCA	*Western Riverside County Regional Conservation Authority*
RTA	*Riverside Transit Agency*
RWQCB	*Regional Water Quality Control Board*
SARWQCB	*Santa Ana Regional Water Quality Control Board*
SB	*Senate Bill*
SCAB	*South Coast Air Basin*
SCAG	*Southern California Association of Governments*
SCAQMD	*South Coast Air Quality Management District*
SMGB	*State Mining and Geology Board*
SOI	*Sphere of influence*
SR-74	*State Route 74 (Ortega Highway)*
SWPPP	*Storm Water Pollution and Prevention Program*
TAC	*Toxic Air Contaminants*
TCP	*Traditional Cultural Property*
TIA	*Traffic Impact Analysis*
USACE	*United States Army Corps of Engineers*
USFWS	*United States Fish and Wildlife Service*
VOCs	*Volatile Organic Compounds*
WEAP	*Worker Environmental Awareness Program*
WQMP	*Water Quality Management Plan*

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-1. Introduction

Purpose

The City of Lake Elsinore has determined that the proposed Mission Trail Apartments Project (Project) and the required discretionary actions of the City for the Project require compliance with the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study and Mitigated Negative Declaration (IS/MND) addresses the direct, indirect, and cumulative environmental effects associated with the proposed Project.

Statutory Authority and Requirements

In accordance with CEQA (Public Resources Code Sections 21000-21177) and pursuant to Section 15063 of the CEQA Guidelines set forth at Title 14 of the California Code of Regulations (CCR), the City of Lake Elsinore, acting in the capacity of Lead Agency, is required to undertake the preparation of an Initial Study to provide the City with information to use as the basis for determining whether an Environmental Impact Report (EIR), Negative Declaration, or Mitigated Negative Declaration would be appropriate for providing the necessary environmental documentation for the proposed Project.

The purpose of an Initial Study is to: (1) identify potential environmental impacts; (2) provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or Negative Declaration; (3) enable the Applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared; (4) facilitate environmental assessment early in the design of a project; (5) provide documentation of the factual basis for the finding in a Negative Declaration that a project would not have a significant environmental effect; (6) eliminate needless EIRs; (7) determine whether a previously prepared EIR could be used for a project; and (8) assist in the preparation of an EIR, if required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

Section 15063 of the CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study must include: (1) a description of the project, including the location of the project; (2) an identification of the environmental setting; (3) an identification of environmental effects by use of a checklist, matrix or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of the Initial Study.

According to Section 15065(a) of the CEQA Guidelines, an EIR must be prepared for a particular project if any of the following conditions occur:

- The project has 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 an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.

- The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The project has possible environmental effects that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
- The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.

According to Section 15070(a) of the CEQA Guidelines, a Negative Declaration is deemed appropriate if the Initial Study shows that there is no substantial evidence, in light of the whole record before the lead agency, that the project may have a significant effect on the environment.

According to Section 15070(b), a Mitigated Negative Declaration is deemed appropriate if identifies potentially significant effects, but:

- Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
- There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

This IS/MND has determined that the Project would result in potentially significant environmental impacts; however, mitigation measures are proposed that would reduce any potentially significant impact to less than significance levels. As such, an IS/MND is deemed as the appropriate document to provide the necessary environmental evaluations and clearance.

This IS/MND has been prepared in conformance with the California Environmental Quality Act of 1970, as amended (Public Resources Code Section 21000 *et seq.*); Section 15070 of the State Guidelines for Implementation of the California Environmental Quality Act of 1970 ("CEQA Guidelines"), as amended (CCR, Title 14, Chapter 3, Section 15000 et seq.); applicable requirements of the lead agency, the City of Lake Elsinore.

Intended Uses of this Initial Study and Mitigated Negative Declaration

This IS/MND is intended to be an informational document for the City of Lake Elsinore as Lead Agency, the general public, and for responsible agencies to review and use when approving subsequent discretionary actions for the Project. The resulting documentation is not a policy document, and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

The Notice of Intent to Adopt a Mitigated Negative Declaration and supporting analysis is subject to a 30-day public and agency review period (April 21 to May 22, 2017). During this review, comments on the document should be addressed to the City of Lake Elsinore. The Notice of Intent to Adopt a Mitigated Negative Declaration for this Project, attached as Appendix B, includes more information on the public comment period for this Project. Following review of any comments received, the City of Lake Elsinore will consider these comments as a part of the Project's environmental review and include them with the IS/MND documentation for consideration by the Planning Commission and City Council of the City of Lake Elsinore.

Tiered Documents and Incorporation by Reference

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

Tiered Documents

As permitted in Section 15152(a) of the CEQA Guidelines, information and discussions from other documents can be included into this document. Tiering is defined as follows:

"Tiering refers to using the analysis of general matters contained in a broader EIR (such as the 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."

For this document, the "*City of Lake Elsinore General Plan Update Final EIR*" (certified in 2011) (General Plan EIR) serves as the broader document, since it analyzes the entire City area, which includes the Project site. However, as discussed, site-specific impacts which the broader document, the General Plan EIR, could not adequately address, may occur for certain issue areas. This IS/MND evaluates each of those site-specific environmental issue areas and will rely upon analysis contained within the General Plan EIR with respect to remaining issue areas.

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

"Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including the general plans, zoning changes, and development projects. This approach can eliminate repetitive discussion 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."

Section 15152(d) of the CEQA Guidelines further 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."

Incorporation by Reference

Incorporation by reference is a procedure for reducing the size of environmental documents 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 Cal.App.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 Cal.App.3d 584, 595.) This document incorporates by reference the document from which it is tiered, the General Plan EIR, certified in 2011.

When an EIR or Negative Declaration incorporates a document by reference, the incorporation must comply with Section 15150 of the CEQA Guidelines as follows:

- The incorporated document must be available to the public or be a matter of public record (CEQA Guidelines Section 15150(a)). The General Plan EIR is available, along with this document, at the City of Lake Elsinore, Community Development Department, 130 South Main Street, Lake Elsinore, CA 92530.
- This document must be available for inspection by the public at an office of the lead agency (CEQA Guidelines Section 15150(b)). This document is available at the City of Lake Elsinore, Community Development Department, 130 South Main Street, Lake Elsinore, CA 92530.
- This document must summarize the portion of the document being incorporated by reference or briefly describe information that cannot be summarized. Furthermore, this document must describe the relationship between the incorporated information and the analysis in the General Plan EIR (CEQA Guidelines Section 15150(c)). As discussed above, the General Plan EIR 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.
- This document must include the State identification number of the incorporated document (CEQA Guidelines Section 15150(d)). The State Clearinghouse Number for the General Plan EIR is 2005121019.

- The material to be incorporated in this document will include general background information (CEQA Guidelines Section 15150(f)).

Technical Studies

The following technical studies were prepared for the Project and are available for public review concurrently with the IS/MND. Hard copies of the technical studies are available at the City's Planning Division counter located in the Civic Hall at 130 South Main Street in the City of Lake Elsinore. The IS/MND and supporting documents may also be viewed on the City's web site at the following link (http://www.lake-elsinore.org/city-hall/city-departments/community-development/planning/ceqa-documents-available-for-public-review).

- *Air Quality and Greenhouse Gas Analysis in support of the Mission Trail Apartments Project CEQA Environmental Documentation, City of Lake Elsinore*, prepared by iLanco Environmental LLC, February 2017.
- *Biological Technical Report for the Mission Trail Apartments Project*, prepared by VCS Environmental, February 2017.
- *Cultural and Paleontological Resources Assessment, Mission Trail Apartments Project, Lake Elsinore, Riverside County, California*, prepared by Duke Cultural Resources Management, LLC., February 2017.
- *Preliminary Geotechnical and Infiltration Feasibility Investigation, Proposed Multi-Family Residential Development, APN 365-30-001, Lake Elsinore, California*, prepared by LOR Geotechnical Group, Inc., December 2016.
- *Phase I Environmental Site Assessment, Lake Elsinore Apartments, APN 365-030-001,* prepared by LOR Geotechnical Group, Inc., December 2016.
- *Environmental Impact Materials Evaluation, City of Lake Elsinore Property, Malaga Road and Lucerne Street, Lake Elsinore, California*, prepared by LOR Geotechnical Group, Inc., March 2017.
- *Project Specific Water Quality Management Plan, Mission Trail Apartments*, prepared by Wilson Mikami Corporation, March 2017.
- *Noise Study Report, Mission Trail Apartments*, prepared by A/E Tech, February 2017.
- *Traffic Impact Analysis Report, Mission Trail Apartments Project, Lake Elsinore California*, prepared by Linscott, Law, & Greenspan, Engineers, March 2017.

-2. Initial Study / Environmental Checklist

Background Information

Project Title

Mission Trail Apartments Project

Lead Agency

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

Project Contact

Justin Kirk, Principal Planner
City of Lake Elsinore
Community Development Department, Planning Division
130 South Main Street
Lake Elsinore, CA 92530
(951) 674-3124, extension 284
jkirk@lake-elsinore.org

Project Sponsor

Todd Cottle
Lake Elsinore CCR, LLC
14211 Yorba Street, Suite 200
Tustin, CA 92780

Project Location and Environmental Setting

Project Site

The Project is 5.37-acres generally located on vacant land west of Mission Trail, approximately 500 feet south of Hidden Trail/Elberta Road in the City of Lake Elsinore, California (Figures 1 and 2). The site is bordered on the west by the single-family housing development/neighborhood (Summerly), on the east by Mission Trail and residential and commercial land uses, and on the south by vacant land.

The Project site ranges in elevation from 1,260 – 1,272 feet above mean sea level (MSL) and is located approximately two miles from the Lake (Lake Elsinore). A portion of the site is within the Lake Elsinore Floodplain.

The Project site is regionally accessible from Interstate 15 (I-15) at Diamond Drive/Railroad Canyon Road to the north and from I-15 at Bundy Canyon Road to the south. The Project site is located within Section 16, Township 6 South and Range 4 West of the United States Geological Survey (USGS) Topographic Map, 7.5 Minute Series, Lake Elsinore, California Quadrangle, and is located on Assessor's Parcel Number (APN) 365-

030-001. As discussed more below, the Project also includes off-site utility and roadway improvements within the existing Mission Trail right-of-way immediately adjacent the Project site.

Borrow Site and Temporary Haul Road

The proposed grading for implementation of the Project would require approximately 38,000 cubic yards of fill dirt which would be excavated from a borrow site owned by the City of Lake Elsinore. The 4.14-acre borrow site is located on Malaga Road adjacent to the Lake Elsinore Floodway, approximately 0.6 mile west of the entrance to Diamond Stadium.

The temporary haul road between the borrow site and the Project site would occur via Mission Trail, Malaga Road (paved and unpaved portions), and a temporary haul road. The temporary haul road begins at the western end of the existing dirt Malaga Road, loops around an existing borrow site, and ends at the proposed borrow site described above.

The borrow site and temporary haul road both occur in generally undeveloped areas generally ranging in elevation from 1,250-1,255 MSL, located immediately west of the Lake Elsinore Inlet Channel and 0.5 miles south of the Lake (Lake Elsinore) within the City of Lake Elsinore.

General Plan / Zoning Designations of the Project Site

City of Lake Elsinore General Plan Land Use Designation: East Lake Specific Plan
City of Lake Elsinore Zoning: Residential 2

Existing Surrounding Land Uses of the Project Site

Existing land uses surrounding the Project site generally consist of residential uses, commercial uses, and undeveloped sites.

- North and west of the Project site is the recently constructed Summerly residential development of single-family homes. Summerly is zoned as Low-Medium Residential and would contain a maximum of 1,979 dwelling units once fully built out.
- East of the Project site is Mission Trail, a four-lane arterial road which borders the property. Approximately 140 feet east of the site, across Mission Trail, is a coin-operated car wash. Other land uses across Mission Trail include single family residences, a liquor store, and a vacant lot.
- South and southwest of the Project site is vacant land. The parcel immediately south of the site is zoned as Low-Medium Residential, but is currently vacant. These parcels to the southwest are zoned as high density residential, but are currently vacant.

Project Description

Lake Elsinore CCR, LLC (Project proponent) is proposing to build a housing community in the City of Lake Elsinore with a maximum of 81 apartments units[1] and associated features and facilities including resident/visitor parking, a leasing/management office, a community center, onsite laundry facility, active and passive open spaces, and a maintenance garage. The 5.37-acre Project site would have an overall density of 15.1 dwelling units to the acre and would consist of four residential buildings with a total of 9 two-bedroom units and 72 three-bedroom units as detailed below in Table 1 and as depicted in Figure 3.

Table 1: Building/Unit Breakdown

Building Number	Stories	Maximum Height	Two Bedroom Units	Three Bedroom Units	Total Units per Building	Additional Facilities
1	1-2	23'10"	3	8	11	Leasing and Management Office
2	3	37'4"	0	24	24	-
3	3	37'4"	0	24	24	-
4	3	37'4"	6	16	22	Community Center, Laundry Facility
TOTAL			**9**	**72**	**81**	

Architectural Features

The building architecture would feature white stucco buildings with red and mocha terracotta blend concrete barrel tile roofs. Additional architectural features include: stucco eave detail, faux clay vents, wood barge board and wood fascia details. Vinyl windows would have decorative trim, including some with faux wood grain shutters. Trim would be painted light brown, with accents in gray-blue. Access to second and third story units would be provided via concrete open riser stairs with metal rails.

Building colors and finishes are described below and shown in Figure 4:

- Stucco Color 1: Omega "Milky Quartz"
- Stucco Color 2: Omega "Safari Tan" 30/30 finish (entry surrounds and columns)
- Roof Tile: Eagle "3815 Red Bluff Blend" – maroon, mocha, terracotta blend, with streaks
- Trim Paint: Vista "Pocahontas"
- Accent Paint: Vista "Mirador"

Building elevations provided in Figure 5 depict the architectural features incorporated in the proposed Project as summarized above.

[1] This analysis takes into account the worst-case scenario for each environmental resource (i.e., development of maximum of 81 units); therefore, any future reduction in the number of units is not anticipated to require additional analysis pursuant to CEQA as long as the thresholds established herein are not exceeded and no subsequent, supplement, or addendum documents are required pursuant to CEQA Section 21166, and CEQA Guidelines Sections 15162, 15163, and 15164 respectively.

Standard concrete sidewalks would be provided within the community. Enhanced paving would be used at select locations including at the main entry, the leasing office patio, the open space courtyard between Buildings 2 and 3, and near several outdoor community spaces including the barbecue pavilions as described more below.

Site fencing would primarily consist of 6' high tube steel fencing, with the exception of the main entry and along the southern parcel boundary. The main entry of the site would include decorative stone clad block wall, which would connect to the tube steel fencing and would contain the community's monument signage. Along the southern boundary of the parcel, a 6' high concrete masonry unit (CMU) wall would be constructed. Further detail of proposed site fencing and walls is provided in Figure 6.

Residential Amenities

Each of the 81 units would include its own outdoor space, with ground level units including a covered patio and second and third story units including covered balconies. In addition, the Project would offer both active and passive recreational opportunities. The main community open space area adjacent to Building 2, 3, and 4 would include a tot lot, barbecue pavilion, picnic tables, benches, and an open turf area. Three open space lawn areas would provide active or passive recreation. A landscaped open space courtyard would separate Buildings 2 and 3, which would include seating areas. In addition, Building 1 is surrounded by three open lawn areas, several seating areas, and a barbecue pavilion. These areas are depicted in Figures 7 and 8.

Site Access and Parking

Vehicular access to the Project site would be provided via one unsignalized driveway along Mission Trail, which would be aligned with the access of the existing U-Wash self-serve car wash across the street on the east side of Mission Trail. The Project would add a west leg with an eastbound shared left turn/right-turn outbound lane and one inbound lane to the driveway. The Project would also install a "STOP" sign and "STOP" bar on the eastbound approach of the driveway for outgoing vehicles. Also, the Project would restripe the northbound approach to provide an exclusive northbound left-turn lane and would improve the southwesterly side of Mission Trail to the ultimate half-width along the Project boundary. Improvements within Mission Trail would occur entirely within previously disturbed right-of-way.

From Mission Trail, vehicles would access the interior of the site via a gated (sliding gate) entrance located just beyond a main entry call box. Vehicles would proceed through the site via a one-way, looped drive aisle, which would terminate at the main entry/unsignalized driveway. Guest and leasing office parking would be provided immediately north of the driveway. Drive aisle widths internal to the proposed Project would be a minimum of 30' to accommodate fire department access.

A total of 189 parking spaces would be provided, including 88 covered/carport parking spaces and 101 uncovered parking spaces. Of these spaces, 8 would be ADA parking spaces.

Drainage/Hydrology/Water Quality

The site is located within the Lake Elsinore flood plain and has an existing drainage channel running through the center of the site. The existing drainage channel would be undergrounded and extended through the

site via a 60" storm drain, and would be improved in conformance with City of Lake Elsinore standards. The storm drain would direct flow to a rip-rap outlet within a proposed onsite retention basin, which would be fenced off and inaccessible to residents. Drainage generated on the site would be channeled from the buildings and impervious surfaces via an existing v-ditch on the western/northwestern perimeter of the property and a proposed new v-ditch on the southern perimeter of the property into a water retention basin at the southernmost edge of the site. These improvements are depicted in Figure 9.

Also, low impact development (LID) best management practices (BMPs) have been incorporated into the Project to fully address and treat stormwater generated on the site, including a catch basin filter and a CDS water quality structure unit, and an onsite basin as depicted in Figure 10.

Sewer and Water Facilities

The proposed Project would be supplied from existing Elsinore Valley Municipal Water District (EVMWD) facilities. The Project would connect to the existing EVMWD system through the installation of new 8" water lines that would connect to EVMWD's existing 24" water main within the existing Mission Trail right-of-way. Wastewater treatment for the Project would also be provided by EVMWD facilities, being collected from the site and piped to an existing EVMWD sewer main that runs along the east side of Mission Trail. Sewer and water facility connections are as depicted in Figure 9.

Utility Providers

All utilities and public services are currently available on, or adjacent to, the proposed Project site. Utility and Service providers are as follows:

Table 2: Utility and Public Service Providers

Utility/Service	Provider
Electricity	Southern California Edison
Water	Elsinore Valley Municipal Water District
Sewer	Elsinore Valley Municipal Water District
Gas	Southern California Gas Company
Cable and Broadband	Time Warner
Telephone and FIOS TV/ Broadband	Verizon California
Telephone	Southern California Telephone & Energy
Trash and Waste Disposal	CR&R Disposal

Construction Activities and Grading

Project activities may begin as early as 2017 but are expected to begin in January 2018 and take approximately 17 months to complete.

- The site preparation phase would consist of removal of vegetation from the Project site, unpaved portion of the temporary haul road, and the borrow site, as well as removal of riprap and

demolition/removal of the existing drainage headwall within the Project site. The site preparation phase is anticipated to begin January 2018 and is expected to occur over approximately 2 weeks.

- The grading phase would occur after the completion of the site preparation phase and is anticipated to take approximately two months to complete from January to April 2018.
    - Grading activities would include the import of approximately 38,000 cubic yards of fill dirt from a borrow site located on Malaga Road adjacent to the Lake Elsinore Inlet Channel, approximately 0.6 mile west of the entrance to Diamond Stadium. Approximately 3,167 truckloads of fill would be transported in haul trucks with 12 CY capacity. The temporary haul road and borrow site are depicted in Figure 2. Limits of Project grading activities are depicted in Figure 11.
- Building construction would occur after the completion of the grading phase, including foundations, framing, and installation of mechanical, electrical, and plumbing systems.
- Paving would occur after the completion of the building construction phase.
- The application of architectural coatings would occur after the completion of the paving phase.
- Landscaping and hardscape would be installed after application of architectural coatings.

Required Agency Approvals

Agency approvals required in support of this Project are discussed below in Table 3.

Table 3: Required Permits and Approvals

Agency	Permit	Status
Federal Agency Permits/Approvals		
United States Army Corps of Engineers (USACE)	Section 404 Nationwide Permit for filling or dredging waters of the U.S.	Application for Section 404 Permit anticipated after City Council approval of IS/MND
State Agency Permits/Approvals		
California Department of Fish and Wildlife (CDFW)	Section 1602 Streambed Alteration Agreement	Application for Section 1602 agreement anticipated after City Council approval of IS/MND
Regional Water Quality Control Board (RWQCB), Region 8 (Santa Ana)	Section 401 Water Quality Certification	Application for Section 401 certification anticipated after City Council approval of IS/MND
Local and Regional Permits/Approvals		
Western Riverside County Regional Conservation Authority (RCA)	Multiple Species Habitat Conservation Plan (MSHCP) Consistency Determination	Application for RCA MSHCP Consistency Determination anticipated after City Council approval of IS/MND
City of Lake Elsinore	Design Review of New Buildings and Site Improvements	Design review has commenced and would be completed prior to obtaining building and grading permits
	City Building Permit and Grading Permit	Building and grading permits would be obtained prior to commencement of grading activities

Environmental Factors Potentially Affected

All of the potential environmental impacts listed below are addressed in this Initial Study. Those that are checked below have been identified as involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages for which mitigation measures have been identified to reduce the impact to less than significant.

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

DETERMINATION (To Be Completed By The Lead Agency)

On the basis of this initial evaluation:

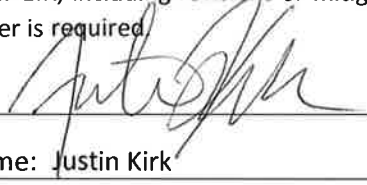
☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the Project. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature:  Date: 4/19/17

Printed Name: Justin Kirk Title: Principal Planner

-3. Environmental Analysis

The environmental analysis provided below in Sections 3-I through 3-XVII is patterned after the Initial Study Checklist recommended by the CEQA Guidelines, as amended, and used by the City of Lake Elsinore in its environmental review process. For the environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- **No impact**. The development would not have any measurable environmental impact on the environment.
- **Less than significant impact**. The development would have the potential to impact the environment, although this impact would be below established thresholds that are considered to be significant.
- **Less than significant with mitigation incorporated**. The development would have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially significant impact**. The development could have impacts which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

The following is a discussion of potential Project impacts as identified in the Initial Study/ Environmental Checklist. Explanations are provided for each item.

I. Aesthetics

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Aesthetics Discussion

a) *Would the Project have a substantial adverse effect on a scenic vista?*

Less Than Significant Impact. For purposes of CEQA, a scenic vista is generally defined as a viewpoint that provides expansive views of a highly-valued landscape for the benefit of the general public and is visible from public vantage points. The General Plan EIR identifies the following scenic resources within and surrounding the city: the Lake (Lake Elsinore), Cleveland National Forest, rugged hills, mountains, ridgelines, rocky outcroppings, streams, vacant land with native vegetation, buildings of historical and cultural significance, parks and trails. The General Plan's Goal 12 recommends policies to preserve valued public views throughout the City.

The Project is on vacant flat land with no natural landforms on site or nearby. With the exception of a few trees, there are no visual resources on the Project site. The Project site is roughly two miles from the Lake ; however, the residential development west of the site is elevated and already blocks Lake views from the Project site and from Mission Trail where it is adjacent to the Project site. As such, the Project would not impair any existing views of the Lake.

Scenic vistas of the slopes and ridges of the Cleveland National Forest in the Santa Ana mountains, 2.5 to 3.5 miles to the south and southwest, are the primary visual resources associated with the site, which can be viewed from the Project site, the adjacent roadway, and adjacent publicly accessible locations.

Construction of the Project would raise the elevation of the site approximately 2-10 feet depending in location, and obstruct views of the mountains and Cleveland National Forest from Mission Trail. The Project consists of four structures, the tallest of which would be three three-story buildings with a maximum height of 37'4". One of the three-story buildings would be constructed on the interior of the

property behind the two other three-story structures, which would reduce the Project's potential for visual impacts. These two three-story buildings in the forefront would be roughly perpendicular to Mission Trail and would be set back a minimum of 80 feet from the street, which would further minimize impacts to scenic views. However, views of the mountains from Mission Trail would still be partially blocked by the Project. To passing drivers this would represent only an incremental decrease in the amount of time the view of the mountains would be visible. Pedestrian views from Mission Trail would be impacted to a greater degree; however, some of these vistas are already partially obscured by existing landscaping.

Private views from homes and businesses along Mission Trail would be impaired by the raised elevation of the Project site and by the Project's structures; however, pursuant to CEQA, impacts to non-public vantage points are not considered to be significant impacts. Given the analysis presented above, impacts would be less than significant and no mitigation is required.

b) *Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. The site is predominantly vacant with scattered trees, no rock outcroppings and no historic buildings or structures. State Route 74 (SR-74) and I-15 are both classified as Eligible State Scenic Highways, but are not officially Designated State Scenic Highways. SR-74 travels from the flatlands up into the Santa Ana Mountains. The flatland portion of the highway is no closer than four miles to the Project site, a distance that, together with intervening topography and development, precludes visibility of the site from the highway. The mountain portion of SR-74 is located no closer than four and a quarter miles from the Project site. Although the higher elevation could enable views of the site from the highway, the distance makes distinguishing the site from surrounding areas difficult without the use of binoculars. The proposed development is consistent with other land uses within the vicinity and would not damage the scenic views from this portion of the highway.

I-15 is located within 0.4 mile of the Project site; however, the site is not readily visible from the highway. A berm adjacent to the southbound lanes parallels the northern two-thirds of the site, which is adjacent to Mission Trail. Views of the site and of the Santa Ana Mountains are blocked to southbound travelers. While northbound travelers' views are not blocked by the berm until parallel to the site, intervening land uses and trees block all views of the site. Northbound views of the mountains are not blocked by the berm. The Project would not affect scenic vistas of the Santa Ana Mountains from north- and southbound traffic lanes because I-15 is roughly 125 feet higher in elevation than the Project site. When developed, the three-story buildings of the Project would blend in with the existing development and landscape in the foreground views, and background views of the mountains would be unchanged. No impact would occur and no mitigation is required.

c) *Would the Project substantially degrade the existing visual character or quality of the site and its surroundings?*

No Impact. The proposed Project is not expected to degrade the existing visual character of the area. Building elevations of the proposed Project are provided as Figure 5, and the planting and landscaping plan is provided as Figure 7, both of which depict the proposed visual character of the Project. The Project consists of an 81-unit apartment community on a vacant, undeveloped property within a region that is and

has been transitioning from a rural to a more urbanized character. The Project would be consistent with the existing aesthetic character surrounding the Project site, which is composed of a mixture of older and newer residential and commercial developments. The proposed Project design would be subject to standards outlined in the City of Lake Elsinore Municipal Code, which would ensure the Project's aesthetics are consistent with requirements of the General Plan, ensure aesthetic consistency with other projects in the vicinity, and ensure that the Project would not degrade the visual character or quality of the site or its surroundings.

Construction activities, including hauling truckloads of fill to the Project site and the operation and storage of construction equipment at the Project site, would disrupt the existing visual character and quality of the Project site; however, these impacts would be temporary and less than significant and no mitigation is required.

d) ***Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Less Than Significant Impact. The existing Project site is undeveloped and produces no light or glare impacts for the surrounding area; therefore, development of the Project site would provide new sources of light and glare as compared to the existing conditions. The Project site is located within an urbanized area which already experiences some levels of light and/or glare from the existing development across Mission Trail and immediately to the north of the Project site. The Project site is located beyond the 30-mile radius but within the 45-mile radius of the Mount Palomar Observatory. This outer ring is identified as resulting in secondary impacts to the ability of researchers at the observatory to study the sky as a result of surrounding night-lighting.

All lighting within the Project site complies with the City of Lake Elsinore Municipal Code , including the location and direction of light fixtures. All outdoor lighting fixtures in excess of 60 watts are oriented and shielded to reduce glare or direct illumination onto adjacent properties or streets (Lake Elsinore Municipal Code Section 17.112.040). Outdoor lighting complies with all Mount Palomar Observatory related lighting standards adopted by the City of Lake Elsinore. Lighting fixtures will be carefully located, positioned, and shielded to minimize unwanted spillover and glare. Additionally, as shown in Figure 4, the building finishes chosen for the Project are nonreflective.

The City's design review process has ensured that the Project has been designed to ensure design compatibility with City standards and will alleviate light and glare disturbances outside of the Project boundary.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES
None required.

Sources: California Scenic Highway Mapping System (CA Department of Transportation, Accessed April 2017); Field Investigation (VCS Environmental, April 2017); Google Earth Investigation (VCS Environmental, April 2017); City of Lake Elsinore Municipal Code; City of Lake Elsinore General Plan (City of Lake Elsinore, 2011).

II. Agricultural and Forest Resources

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

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

Agricultural and Forest Resources Discussion

a) ***Would the Project 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 Impact. The maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency Program of the California Resources Agency indicate that neither the Project site nor the borrow site or associated temporary haul road are Prime Farmland, Unique Farmland, or

Farmland of Statewide Importance. No farming is currently being conducted on either site, or in the immediate area. Current zoning and land use designations for the Project site, borrow site, and temporary haul road do not include agricultural uses. Therefore, there is no impact.

b) *Would the Project conflict with existing agriculture zoning for agricultural use, or a Williamson Act contract?*

No Impact. The Project site, borrow site, and temporary haul road are not within existing zoning for agricultural use, or a Williamson Act contract. Therefore, the Project would not conflict with existing agricultural zoning or a Williamson Act contract.

c) *Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

No Impact. The Project site, borrow site, and temporary haul road are not zoned by the City as forest land and none of these sites contains timberland resources nor an association with timberland resources or timberland production. There is no impact.

d) *Would the Project result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. The Project site, borrow site, and temporary haul road do not contain forest land. Therefore, development of the Project would not result in the conversion of forest land and there is no impact.

e) *Would the Project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. The Project site, borrow site, and temporary haul road do not contain farmland nor forest land. Therefore, Project implementation would not result in the conversion of farmland or forest land.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES
None required.

Sources: California Important Farmland Finder (California Department of Conservation, 2014, accessed February 2017); Field Investigation (VCS Environmental, February 2017); Lake Elsinore General Plan (City of Lake Elsinore, 2011).

III. Air Quality

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

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

Air Quality Discussion

The following technical study, attached as Appendix C, was prepared to address issues related to air quality. Please refer to this technical study for more in depth details utilized for the impact analysis below.

- *Air Quality and Greenhouse Gas Analysis in support of the Mission Trail Apartments Project CEQA Environmental Documentation, City of Lake Elsinore*, prepared by iLanco Environmental LLC, February 2017.

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Less Than Significant Impact. Proposed Project operations would not conflict with or obstruct implementation of an applicable Air Quality Management Plan (AQMP).

Construction and operation of the proposed Project would produce emissions of nonattainment pollutants primarily from diesel combustion equipment and fugitive dust during construction and from on-road automobiles during operation.

The AQMP proposes emission-reduction measures that are designed to bring the South Coast Air Basin (SCAB) into attainment of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). Because AQMP attainment strategies include mobile source control measures and clean fuel projects that are enforced at the state and federal levels on engine manufacturers and petroleum refiners and retailers, proposed Project activities would comply with these control measures. South Coast Air Quality Management District (SCAQMD) also adopts AQMP control measures into the SCAQMD rules and regulations, which are then used to regulate sources of air pollution in the SCAB. Compliance with these requirements would further ensure that the proposed Project's activities would not obstruct implementation of the AQMP.

Growth projections from general city plans are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts. SCAG's regional growth forecasts are then used to develop future air quality forecasts for the AQMP. Therefore, developments consistent with the growth projections in the City's General Plan are considered to be consistent with the AQMP. The proposed Project would be consistent with growth projections of the General Plan as discussed in Section X, Land Use Planning of this IS/MND.

In addition, the proposed Project is less than 500 units and is therefore not considered regionally significant by SCAG under CEQA (CEQA Guidelines Section 15206). Because the proposed Project is not regionally significant, changes in the population, housing, or employment growth projections do not have the potential to substantially affect SCAG's demographic projections and therefore the assumptions in SCAQMD's AQMP. The proposed Project would not conflict with or obstruct implementation of an applicable AQMP. No mitigation is required.

b) *Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less Than Significant With Mitigation.

To provide local lead agencies with guidance for determining significance of air quality impacts in CEQA documents, SCAQMD has adopted thresholds for pollutants within the SCAB region. A project would be considered significant under CEQA if its impacts exceed these regional significance thresholds. The proposed Project's peak day emissions that would occur within SCAB borders were compared to SCAQMD's peak day regional emission thresholds for determination of significance. In addition, SCAQMD developed the Localized Significance Threshold (LST) methodology to assist CEQA lead agencies in analyzing localized air quality impacts from proposed Projects. The LST methodology is based on maximum day allowable emissions, the area of the emissions source, the ambient air quality within a project's Source Receptor Area (SRA), and the distance to the nearest exposed individual. Tables 4 through 8 utilize SCQMD's regional and localized thresholds to evaluate the proposed Project's potential impacts on air quality.

Proposed Project construction would not produce emissions that exceed a SCAQMD significance threshold. Table 4 summarizes the unmitigated regional peak day emissions associated with construction of the proposed Project. The table shows that all pollutant emissions would be below SCAQMD significance thresholds. No mitigation is required. California Emissions Estimator Model (CalEEMod) output in Appendix A of the Air Quality Study (Appendix C) presents a breakdown of construction emissions by construction activity. Project construction is anticipated to begin at the end of 2017 or first quarter of 2018. If start of construction is delayed, the impact analysis presented in the Air Quality Study and

in this section would remain valid as working durations by construction phase would not be altered. In other words, daily emission levels would be expected to remain consistent and may possibly be reduced as more efficient equipment becomes commonplace and required by state and/or federal regulations.

Table 4: Peak Daily Construction Emissions

Source Category	PM10 Exhaust (lb/day)	PM10 Fugitive Dust (lb/day)	PM10 total (lb/day)	PM2.5 total (lb/day)	NOX (lb/day)	SOX (lb/day)	CO (lb/day)	VOC (lb/day)
Construction 2017	3	18	21	13	53	0	24	5
Significance Threshold	na	na	150	55	100	150	550	75
Significant?	na	na	**No**	**No**	**No**	**No**	**No**	**No**
Construction 2018	3	18	21	12	49	0	23	5
Significance Threshold	na	na	150	55	100	150	550	75
Significant?	na	na	**No**	**No**	**No**	**No**	**No**	**No**
Construction 2019	1	1	2	2	24	0	21	30
Significance Threshold	na	na	150	55	100	150	550	75
Significant?	na	na	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
Emissions might not add precisely due to rounding. CEQA baseline for construction is zero.

Proposed Project construction would not result in offsite ambient air pollutant concentrations that exceed any of the SCAQMD thresholds of significance after mitigation. Table 5 summarizes the unmitigated onsite peak daily emissions associated with construction of the proposed Project. The table shows that PM_{10}, and $PM_{2.5}$ would exceed the significance thresholds for residential receptors in 2017 and 2018 (i.e. during anticipated site preparation and grading). Although compliance with Rule 403 is assumed as part of the Project, exceedances would result mostly from generation of fugitive dust during site preparation and grading activities if not properly mitigated.

Table 5: Localized Peak Daily Construction Emissions - Unmitigated

	Peak Day Emissions (lb/day) – Residential						Peak Day Emissions (lb/day) – Off-Site Workers					
Year	PM10 exhaust	PM10 fugitive	PM10 total	PM2.5 total	NO2	CO	PM10 exhaust	PM10 fugitive	PM10 total	PM2.5 total	NO2	CO
2017												
Total Onsite Emissions	2.9	18.1	20.9	12.6	52.3	23.5	2.9	18.1	20.9	12.6	52.3	23.5
LST Threshold	na	na	10	6	303	1,533	na	na	197	98	1,007	27,334
Significant?			**Yes**	**Yes**	**No**	**No**			**No**	**No**	**No**	**No**
2018												
Total Onsite Emissions	2.6	18.1	20.6	12.3	48.2	22.5	2.6	18.1	20.6	12.3	48.2	22.5
LST Threshold	na	na	10	6	303	1,533	na	na	197	98	1,007	27,334
Significant?			**Yes**	**Yes**	**No**	**No**			**No**	**No**	**No**	**No**
2019												
Total Onsite Emissions	1.3	0.0	1.3	1.2	21.1	17.2	1.3	0.0	1.3	1.2	21.1	17.2
LST Threshold	na	na	10	6	303	1,533	na	na	197	98	1,007	27,334
Significant?			**No**	**No**	**No**	**No**			**No**	**No**	**No**	**No**

Notes:
SCAQMD LST look-up tables were used to estimate localized impacts based on the following: 1) daily disturbed area of 3.5 acres; 2) 25 meter separation distance to the closest residential/sensitive receptor to the north and east; 3) 500 meter separation distance to the closest offsite worker receptor north of Malaga Road; 4) Source Receptor Area 25.

Residual Impacts

Table 6 summarizes the onsite peak daily emissions associated with construction of the proposed Project following implementation of mitigation measures AQ-1 and AQ-2, which are described below. The table shows that PM_{10}, and $PM_{2.5}$ impacts would be reduced to less than significant with mitigation.

Table 6: Localized Peak Daily Construction Emissions - Mitigated

	Peak Day Emissions (lb/day) - Residential						Peak Day Emissions (lb/day) – Off-Site Workers					
Year	PM10 exhaust	PM10 fugitive	PM10 total	PM2.5 total	NO2	CO	PM10 exhaust	PM10 fugitive	PM10 total	PM2.5 total	NO2	CO
2017												
Total Onsite Emissions	1.6	4.7	6.2	4.0	29.8	22.2	1.6	4.7	6.2	4.0	29.8	22.2
LST Threshold	na	na	10	6	303	1,533	na	na	197	98	1,007	27,334
Significant?			**No**	**No**	**No**	**No**			**No**	**No**	**No**	**No**
2018												
Total Onsite Emissions	1.4	4.7	6.1	3.8	25.6	21.7	1.4	4.7	6.1	3.8	25.6	21.7
LST Threshold	na	na	10	6	303	1,533	na	na	197	98	1,007	27,334
Significant?			**No**	**No**	**No**	**No**			**No**	**No**	**No**	**No**
2019												
Total Onsite Emissions	1.1	0.0	1.1	1.0	18.5	17.2	1.1	0.0	1.1	1.0	18.5	17.2
LST Threshold	na	na	10	6	303	1,533	na	na	197	98	1,007	27,334
Significant?			**No**	**No**	**No**	**No**			**No**	**No**	**No**	**No**

Notes:
SCAQMD LST look-up tables were used to estimate localized impacts based on the following: 1) daily disturbed area of 3.5 acres; 2) 25 meter separation distance to the closest residential/sensitive receptor to the north and east; 3) 500 meter separation distance to the closest offsite worker receptor north of Malaga Road; 4) Source Receptor Area 25.
Mitigation:
2 times per hour watering interval - 74% dust mitigation from uncontrolled (WRAP, 2006).
USEPA Tier 4 Final engines on 50% of rubber-tired dozers and tractors/loaders/backhoes.

Proposed Project operation would not produce emissions that exceed a SCAQMD significance threshold. Table 7 summarizes the unmitigated regional peak day emissions associated with operation of the proposed Project. The table shows that all pollutant emissions would be below SCAQMD significance thresholds. No mitigation is required. CalEEMod output in Appendix A of the Air Quality and Greenhouse Gas Analysis Technical Report presents a breakdown of construction emissions by construction activity.

Table 7: Peak Day Operational Emissions

Source Category	PM10 Exhaust (lb/day)	PM10 Fugitive Dust (lb/day)	PM10 total (lb/day)	PM2.5 total (lb/day)	NOX (lb/day)	SOX (lb/day)	CO (lb/day)	VOC (lb/day)
Buildout Year 2019								
Area Emissions	0	0	0	0	1	0	7	2
Energy Emissions	0	0	0	0	0	0	0	0
Mobile Emissions	0	4	4	1	6	0	15	1
Total 2019	**0**	**4**	**4**	**1**	**8**	**0**	**22**	**3**
Significance Threshold	na	na	150	55	55	150	550	55
Significant?	na	na	No	No	No	No	No	No

Notes:

Emissions might not add precisely due to rounding. CEQA baseline for operations is zero.
Area emissions account for all natural gas hearths as project element. Energy emissions account for exceedance of Title 24, per City CAP, as project element.

Proposed Project operation would not result in offsite ambient air pollutant concentrations that exceed any of the SCAQMD thresholds of significance. Table 8 summarizes the unmitigated onsite peak daily emissions associated with operation of the proposed Project. The table shows that all pollutant emissions would be below LST thresholds. No mitigation is required.

In addition, projects that increase on-road traffic may also have the potential to contribute to CO "hot spots". A CO hot spot is an ambient CO concentration associated with traffic emissions that exceeds an ambient air quality standard in close proximity to an intersection. The SCAQMD recommends that a local CO hotspot analysis be conducted if the intersection meets one of the following criteria: 1) the intersection would operate at a level of service (LOS) D or worse and where the Project increases the volume to capacity ratio by 2 percent, or 2) the Project decreases LOS at an intersection from C to D. Based on the traffic impact analysis (Linscott, Law & Greenspan Engineers, 2017) the proposed Project would not cause any of the surrounding intersections to operate at LOS D or worse. Therefore, the proposed Project would not generate CO hotspots. No mitigation is required.

Table 8: Localized Peak Daily Operational Emissions

	Peak Day Emissions (lb/day) - Residential Receptors				Peak Day Emissions (lb/day) - Offsite Worker Receptors			
Year	PM10	PM2.5	NO2	CO	PM10	PM2.5	NO2	CO
Buildout Year 2019								
Area Emissions	0.1	0.1	1.3	7.2	0.1	0.1	1.3	7.2
Energy Emissions	0.0	0.0	0.3	0.1	0.0	0.0	0.3	0.1
Total 2019	**0.2**	**0.2**	**1.6**	**7.4**	**0.2**	**0.2**	**1.6**	**7.4**
LST Threshold	4	2	371	1,965	50	26	1,072	29,256
Significant?	**No**	**No**	**No**	**No**	**No**	**No**	**No**	**No**
Notes:								
SCAQMD LST look-up tables were used to estimate localized impacts based on the following: 1) area of 5 acres; 2) 25 meter separation distance to the closest residential/sensitive receptor; 3) 500 meter separation distance to the closest offsite worker receptor; Source Receptor Area 25. Area emissions account for natural gas hearths as project element. Energy emissions account for exceedance of Title 24, per City CAP, as project element.								

c) *Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Less Than Significant With Mitigation. The Proposed Project would not 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.

Cumulative impacts may result from individually minor but collectively significant projects. CEQA Guidelines §15355 define cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines §15064(h)(4) also state that "The mere existence of cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed Project's incremental effects are cumulatively considerable."

SCAQMD has developed a policy to address the cumulative impacts of CEQA projects (SCAQMD, 2003). The policy holds the cumulative threshold to be the same as the project-level threshold and indicates that Project impacts are cumulatively considerable if they exceed the project-specific air quality significance thresholds. SCAQMD, in CEQA documents for which it is the lead agency, uses a zone of influence of 1 mile from the proposed Project for ambient pollutants and 500 feet for TACs (SCAQMD, 2014b; CARB, 2005). In accordance with SCAQMD's policy, this cumulative impact analysis considers related projects or projects causing related impacts within a geographic scope of 1 mile from the proposed Project for ambient air pollutants and 500 feet for TACs.

A list of cumulatively relevant projects is included in the traffic impact analysis and is included here by reference (Linscott, Law & Greenspan Engineers, 2017). The list includes known and foreseeable projects that are anticipated to contribute emissions to the SCAB in the vicinity and concurrently with the Project's construction and operation. Of the cumulatively relevant projects identified in the traffic impact analysis, projects identified in Table 9 would be located within the zone of influence, per SCAQMD.

Table 9: List of Cumulatively Relevant Projects

Related Project	Location	Description
Diamond Stadium Indoor Sports Park	Northwest corner of Pete Lehr Drive and Diamond Drive. (0.6 miles northwest)	Development of a 600,000 square-foot, split level, indoor sporting arena on 19-23 acres. Construction is expected to begin in early 2017 and to be completed by spring of 2018. Operation is expected in Spring 2018.
Artisan Alley	Northeast corner of Diamond Drive and Malaga Road (0.6 miles northwest)	Development of a 95,000 square-foot commercial, shopping and entertainment. Would include craft breweries and restaurants and a 140-room hotel. Construction is expected to begin in 2017 and complete in 2018. Operation is expected in 2018.
Summerly (McMillan Homes)	Diamond Drive and Malaga Road (0.6 miles northwest)	Development of 250 single-family residences. Constructed and operating.
Source: List of related projects is from the Traffic Impact Analysis (Linscott, Law & Greenspan Engineers, 2017).		

The ambient air quality of the SCAB provides a summary of the cumulative air quality impacts in the region. The proposed Project is located in the SCAB, which is currently in nonattainment with Federal and/or State standards for ozone, PM_{10}, and $PM_{2.5}$. As described in Section 2.2, air quality in the SCAB has improved in the last several decades. The improvement in air quality can be attributed to emission reduction from industrial sources, introduction of low emission fuels used in on-road motor vehicles (e.g., low sulfur fuels, reformulated gasoline, low carbon fuel standard, etc.), and implementation of the AQMPs, which develop emission reduction strategies that are subsequently promulgated as enforceable regulations.

As described in Section 2.2.3 of the Air Quality and Greenhouse Gas Analysis Technical Report (Appendix C), health impacts have also declined in the SCAB as a result of federal, state and local regulations. SCAQMD's 2015 Multiple Air Toxics Exposure Study (MATES) IV study reported a SCAB-wide decrease of 57% from the previous MATES III study, despite continuing population growth. According to MATES IV, the background cancer risk in the Project area is approximately 360 per million.

Contributions of Cumulatively Relevant Projects

Cumulatively relevant projects, identified in Table 9, could contribute to an existing or projected air quality exceedance because the SCAB is currently in nonattainment for ozone, PM_{10}, and $PM_{2.5}$.

It should be noted that regional impacts associated with cumulatively relevant projects are not necessarily additive as they are unlikely to occur on the same day. Similarly, localized impacts associated with related projects are also not necessarily additive, as they are unlikely to occur on the same day or impact the same sensitive receptor.

Contributions of the Proposed Project

The proposed Project would contribute to impacts from cumulatively related projects and to the existing pollution burden in SCAB.

Construction emissions associated with the proposed Project are presented in Table 4, Table 5 and Table 6. Table 4 shows that criteria pollutant emissions would not exceed regional significance thresholds. Table 5 shows that Localized Peak Daily Construction Emissions would exceed thresholds for PM_{10} by up to 10.9 pounds/day in 2017 and 2018 and would exceed thresholds for $PM_{2.5}$ by up to 6.6 pounds/day also in 2017 and 2018, respectively; However, Table 6 shows that criteria pollutant emissions would not exceed localized significance thresholds for these diesel particulate matter (DPM) emissions with the implementation of mitigation measures AQ-1 and AQ-2.

Operational emissions associated with the proposed Project are presented in 7 and Table 8. Table 7 shows that criteria pollutant emissions would not exceed regional significance thresholds. Table 8 shows that criteria pollutant emissions would not exceed localized significance thresholds. Operation of the proposed Project would consist of residential and recreational activities, not typically associated with substantial TAC emissions. The maximum daily on-site DPM emissions (as PM_{10} exhaust) would be less than 0.5 pounds per day during operation and the proposed Project would not exceed SCAQMD's localized significance thresholds for PM_{10} or $PM_{2.5}$, as shown in Table 8.

Construction and operational emissions would therefore not result in a cumulatively considerable contribution to impacts from related projects and to the existing pollution burden in the SCAB. No additional mitigation is required beyond AQ-1 and AQ-2 intended to reduce DPM emissions during temporary construction activities.

d) *Would the Project expose sensitive receptors to substantial pollutant concentrations?*

Less Than Significant With Mitigation. Proposed Project emissions would not expose sensitive receptors to substantial pollutant concentrations including TACs. The nearest sensitive receptor to the proposed Project is the Summerly residential subdivision located adjacent to the Project site on the north and other existing residential development across Mission Trail to the east. Heritage Residential Care is an assisted living facility located approximately 0.2 miles to the northeast. The closest school is Jean Hayman Elementary, located one mile from the project site and the nearest hospital is Loma Linda University Medical Center, located over 7 miles away to the southwest. Proposed Project construction activities would result in short-term emissions of DPM from the combustion of diesel fuel in offroad construction equipment engines and onroad trucks. The California Air Resources Board (CARB) classifies DMP as a TAC and uses PM_{10} emissions from diesel exhaust as a surrogate for DPM. Operation of the proposed Project would be primarily residential and recreational, would not involve heavy industrial processes associated with TACs or land uses associated with heavy diesel transportation.

Health effects from carcinogenic TACs are usually described in terms of individual cancer risk, which is based on a 30-year lifetime exposure to TACs. The proposed Project construction period of approximately 17 months would be much less than the 30 years used for risk determination. With implementation of mitigation measures AQ-1 and AQ-2 below, the maximum daily on-site DPM emissions (as PM_{10} exhaust) would be less than 2 pounds per day during construction activities and the proposed Project would not exceed SCAQMD's localized significance thresholds for PM_{10} or $PM_{2.5}$, as shown in Table 6.

Operation of the proposed Project would consist of residential and recreational activities, not typically associated with substantial TAC emissions. The maximum daily on-site DPM emissions (as PM_{10} exhaust) would be less than 0.5 pounds per day during operation and the proposed Project would not exceed SCAQMD's localized significance thresholds for PM_{10} or $PM_{2.5}$, as shown in Table 8. The proposed Project would not expose sensitive receptors to substantial TAC emissions. No additional mitigation is required beyond AQ-1 and AQ-2 intended to reduce DPM emissions during temporary construction activities.

e) *Would the Project create objectionable odors affecting a substantial number of people?*

Less Than Significant Impact. Proposed Project activities would not create an objectionable odor at the nearest sensitive receptor pursuant to SCAQMD Rule 402.

Proposed Project activities would generate air pollutants due to the combustion of diesel fuel and asphalting activities during construction. Some individuals may sense that diesel combustion and evaporative emissions are objectionable, although there is no approved method of quantifying the odor impacts of these emissions to the public. In addition, SCAQMD Rules 1108 and 1108.1 limit the amount of Volatile Organic Compounds (VOCs) in cutback asphalt and emulsified asphalt products sold within the air district, further reducing the potential for odor impacts. Emissions associated with construction activities would be dispersed over the construction site, would be short-term and transient. No mitigation is required.

Operation of the proposed Project would be primarily residential and recreational, would not involve agriculture, heavy industrial processes or other uses identified SCAQMD's 1993 CEQA Handbook as having the potential for substantial odors. No mitigation is required.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

AQ-1: Exposed areas, during site preparation and grading, would be watered 4 times per day in an 8-hour day, resulting in fugitive dust reduction of approximately 74% percent from uncontrolled levels. This mitigation measure would reduce fugitive emissions of PM_{10} and $PM_{2.5}$.

***AQ-2*:** 50% of equipment used during site preparation and grading activities would be equipped with engines that meet the USEPA Tier 4 Final Emission Standards, which reduce pollutant emissions. This mitigation measure would reduce exhaust emissions of PM_{10} and $PM_{2.5}$.

Sources: Air Quality and Greenhouse Gas Analysis Technical Report (iLanco Environmental, LLC., February 2017).

IV. Biological Resources

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on biological resources involved within a jurisdictional water feature as defined by federal, state or local regulations (e.g., Section 404 of the Clean Water Act, Section 401 of the Clean Water Act, Section 1602 of California Fish and Game Code, Porter-Cologne Water Quality Control Act, etc.) through direct removal, filing, 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?	☐	☐	☒	☐

Biological Resources Discussion

VCS Environmental prepared a Biological Technical Report (Appendix D) to analyze the Project's potential impacts to existing biological resources on the Project site. The report includes a review of relevant available literature and databases regarding sensitive habitats and special status plant and wildlife species that have the potential to be present at the Project site, including a search of the California Natural Diversity Database (CNDDB). Additionally, a general field survey, including a burrowing owl habitat assessment, was conducted by VCS Environmental biologists at the Project site on December 14, 2016. The findings made in this section and proposed avoidance measures are based on results and recommendations of the Biological Technical Report. The Project is located within the adopted Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) area, and therefore subject to the requirements and procedures of the MSHCP for this area.

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

Less Than Significant With Mitigation.

Special Status Plant Species

No special status plant species were observed within the Project site, borrow site, and temporary haul road during the December 14, 2016 survey; however, the survey was not conducted during an appropriate time of year to detect most sensitive plant species; therefore, focused surveys for special status plant species would be performed in spring 2017 for more conclusive results as required by BIO-1. Two surveys will occur throughout the target species blooming periods, one during early to mid-spring (March-April) and one survey during mid- to late spring (May-June). To date, the early to mid-spring focused botanical survey has been conducted at the Project site, borrow site, and along the temporary haul road during which no special status plant species were observed.

There are two special status species of plants with relatively high potential to occur within the Project site, borrow site, and temporary haul road based on recent past observations within the immediate vicinity of the Project site, borrow site, and temporary haul road including:

- little mousetail (*Myosurus minimus* ssp. *apus*), an MSHCP Criteria Area Species, and
- smooth tarplant (*Centromadia pungens* ssp. *laevis*), an MSHCP Criteria Area Species.

There are several additional special status species of plants with moderate potential to occur within the Project site, borrow site, and temporary haul road. The Project site, borrow site, and temporary haul road does not include MSHCP sensitive soils.

There is potential for direct and indirect impacts to special status plants within the Project site, borrow site, and temporary haul road. The species with the highest likelihood of occurrence within the Project site, borrow site, and temporary haul road are little mousetail and smooth tarplant; focused surveys pursuant to the MSHCP Narrow Endemic and Criteria Area Species Survey requirements would be conducted in spring 2017. The impacts to sensitive plants are not currently known, however it is expected that compliance with the MSHCP (including required mitigation, if applicable) would reduce

potential direct impacts to a below significance. Additionally, potential indirect impacts, such as noise and dust, to special status species within conservation areas, the closest of which is located within the 770-acre conservation area of the Lake Elsinore Back Basin (approximately 0.5 mile to the west), are expected to be reduced to below significance with MSHCP compliance (6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface).

Special Status Animal Species

No special status animal species were observed within the Project site, borrow site, and temporary haul road during the December 14, 2016 survey. At least six special status animal species have a relatively high potential to occur within the Project site, borrow site, and temporary haul road based on recent past observations in the vicinity of the Project site, borrow site, and temporary haul road including:

- burrowing owl (*Athene cunicularia*), a California Department of Fish and Wildlife (CDFW) Species of Special Concern and MSHCP Covered Species;
- northern harrier (*Circus cyaneus*), a CDFW Species of Special Concern and MSHCP Covered Species;
- California horned lark (*Eremophila alpestris actia*), on the CDFW Watch List and an MSHCP Covered Species;
- American white pelican (*Pelecanus erythrorhynchos*), a CDFW Species of Special Concern for a nesting colony;
- loggerhead shrike (*Lanius ludovicianus*), a CDFW Species of Special Concern and MSHCP Covered Species; and
- San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), a CDFW Species of Special Concern and MSHCP Covered Species.

There are several additional animal species with at least moderate potential to occur within the Project site, borrow site, and temporary haul road. Two special status animal species were observed within the immediate vicinity of the borrow site and temporary haul road including the loggerhead shrike and the San Diego blacktailed jackrabbit.

One special status wildlife species with moderate to high potential to occur in the Project site, borrow site, and temporary haul road is not covered by the MSHCP, the American white pelican. However, the occurrence is likely to be only incidental as there is no potential nesting grounds or foraging habitat within the Project site, borrow site, and temporary haul road; therefore, no direct impacts and no significant indirect impacts due to the Project are expected. The remaining special status wildlife with moderate to high potential to occur in the Project site, borrow site, and temporary haul road are covered by the MSHCP, therefore any potential direct or indirect impacts are expected to be reduced to below significance with MSHCP compliance.

Burrowing Owl

Suitable burrowing owl habitat is present within the Project site, borrow site, and temporary haul road and surrounding 500-feet. No burrowing owls were observed within the Project site, borrow site, and temporary haul road during VCS Environmental's survey. Given the presence of suitable habitat, a focused burrow survey and focused burrowing owl surveys are being performed in 2017 consistent with BIO-2. To date, the burrow survey and one focused burrowing owl survey have been conducted at the Project site, borrow site, and along the temporary haul road during which suitable habitat/burrows but

no owls were observed. Three remaining surveys for burrowing owl will be conducted in May-June 2017. If active burrows are found during these remaining focused surveys, then mitigation/preservation will occur as required by the MSHCP as detailed in mitigation measure BIO-2.

Critical Habitat

Under the ESA, the federal government is required to designate "critical habitat" for any species it lists under the ESA. Federal agencies are prohibited from authorizing, funding or carrying out actions that "destroy or adversely modify" critical habitats. The United States Fish and Wildlife Service (USFWS) online service for information regarding Threatened and Endangered Species Final Critical Habitat designation within California was reviewed to determine if the Project site, borrow site, and temporary haul road, including the temporary haul road, occur within any species' designated Critical Habitat. Riverside Fairy Shrimp Critical Habitat is located north and adjacent to the dirt road portion of the temporary haul road and 1,000 feet east of the borrow site.

Coastal California gnatcatcher Critical Habitat is approximately 1.4 miles north of the Project site. No critical habitat exists within the Project site, borrow site, and temporary haul road.

Fairy Shrimp Critical Habitat

Riverside Fairy Shrimp Critical Habitat is located north and adjacent to the temporary haul road. To avoid potential indirect impacts to Riverside Fairy Shrimp Critical habitat, avoidance and minimization measures would be implemented. Given that haul activities would be limited to an existing road adjacent to Riverside Fairy Shrimp Critical Habitat, no direct impacts are anticipated to Riverside Fairy Shrimp Critical Habitat. With implementation of BIO-6 and BIO-7, indirect impacts to Riverside Fairy Shrimp would be reduced to below significance.

MSHCP

The Project site, borrow site, and temporary haul road is located within Subunit 3 (Elsinore) of Elsinore Area Plan of the Western Riverside County MSHCP. The Project site, borrow site, and temporary haul road is located within MSHCP Criteria Cells, proposed extension of the existing Core 3, and in the vicinity of proposed Linkage 8. The Project site, borrow site, and temporary haul road are located within the MSHCP Project site, borrow site, and temporary haul road for the western burrowing owl (*Athene cunicularia hypugaea*) pursuant to Section 6.3.2 of the MSHCP. The borrow site and temporary haul road are also located within the MSHCP Project site, borrow site, and temporary haul road for Narrow Endemic plant species pursuant to Section 6.1.3 of the MSHCP and Criteria Area plant species pursuant to Section 6.3.2 of the MSHCP.

b) *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*

Less Than Significant With Mitigation. Two special-status vegetation communities designated by CDFW were reported in the CNDDB within 2 miles of the Project site, borrow site, and temporary haul road including Southern Sycamore Alder Riparian Woodland and Southern Cottonwood Willow Riparian Forest. These natural communities were not observed within the Project site, borrow site, and temporary haul road during the 2016 surveys of these sites.

The Project would result in the following impacts to vegetation communities, including riparian vegetation communities.

Table 10: Potential Impacts to Vegetation Communities within the Project site, borrow site, and temporary haul road

Vegetation Communities	Project Site Acreage	Borrow Site Acreage	Temporary Haul Road	Total Acreage
Ruderal	4.51	1.71	3.30	**9.52**
Willow scrub*	0.08	-	0.01	**0.09**
Mulefat scrub*	-	0.01	0.12	**0.13**
Tamarisk scrub**	-	2.07	0.99	**3.06**
Ornamental trees	0.02		-	**0.02**
Disturbed/Developed	0.82	0.35	0.74	**1.91**
TOTAL	**5.43**	**4.14**	**5.16**	**14.73**

**Sensitive Riparian Vegetation Communities*

***Non-Sensitive Riparian Vegetation Community*

Direct impacts to vegetation communities are provided in Table 10. Direct impacts to Ruderal, Ornamental Trees, and Disturbed/Developed vegetation/land cover types are considered less than significant because these habitats/land covers are common in the Project site, borrow site, and temporary haul road and/or surrounding vicinity and do not represent CNDDB or CDFW sensitive plant communities.

For direct impacts to Willow Scrub and Mulefat Scrub, which are considered sensitive natural communities, it is expected that compliance with MSHCP requirements (i.e., Riparian/Riverine and Vernal Pool) would occur including the mitigation and onsite restoration of temporary impacts as discussed in BIO-8, BIO-9, and BIO-10; therefore, the potential for significant direct impacts to these habitats would be reduced to below significance.

Tamarisk Scrub may be considered Riparian/Riverine habitat for MSHCP purposes; however, given the preponderance of the highly invasive tamarisk species in this community, Tamarisk Scrub is not considered a sensitive natural community although it is considered riparian. It is expected that if compliance with MSHCP requirements for Riparian/Riverine resources are achieved including the mitigation and onsite restoration discussed in BIO-8, BIO-9, and BIO-10, the potential for significant direct impacts for this community would also be reduced to below significance.

Indirect impacts to plant communities result in secondary consequences. Development/excavation activities within the Project site, borrow site, and temporary haul road could result in indirect impacts to the vegetation communities surrounding the directly impacted areas. Examples of indirect temporary impacts to plant communities include the effects of fugitive dust created by construction activities and the spread of invasive species. With development, “edges” of vegetation communities may be exposed and more susceptible to invasion by invasive species (introduced by planted landscaping, seed dispersal

from cars, people, and/or pets, and/or wind). It is expected that with compliance with the MSHCP (6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface), the potential for indirect impacts would reduce the potential for significant indirect impacts to below significance. Construction-related erosion, runoff, sedimentation, soil compaction, and alteration of drainage patterns that may affect plants by altering site conditions so that the location in which they are growing becomes unfavorable are prohibited by federal and state laws; compliance with the requirements under these state and federal laws would reduce the potential for significant indirect impacts to below significance.

With implementation of BIO-8, BIO-9, and BIO-10, impacts to riparian habitat and sensitive natural communities would be less than significant.

c) ***Would the Project have a substantial adverse effect on biological resources involved within a jurisdictional water feature as defined by federal, state or local regulations (e.g., Section 404 of the Clean Water Act, Section 401 of the Clean Water Act, Section 1602 of California Fish and Game Code, Porter-Cologne Water Quality Control Act, etc.) through direct removal, filing, hydrological interruption, or other means?***

Less Than Significant With Mitigation. The Project site, borrow site, and temporary haul road is known to contain both Waters of the United States and Waters of the State, including wetland and riparian systems, and resources classified as "MSHCP Riparian/Riverine Areas and Vernal Pools." In the Back Basin, areas under elevation 1265' MSL are generally considered Waters of the State and areas under elevation 1246' MSL are generally considered Waters of the United States. The jurisdictional areas tied to elevation are in addition to the drainage features that also occur in the Project site, borrow site, and temporary haul road.

Impacts to jurisdictional waters are summarized in Tables 11, 12, and 13 provided below. All impacts to Waters of the U.S., Waters of the State and Riparian/Riverine resources within the Project site are considered permanent. Within the borrow site and temporary haul road impacts are categorized as follows:

- all areas, except for Riparian resources (i.e.,Willow Scrub and Mulefat Scrub habitat), below elevation 1265' are considered temporary impacts (for Waters of the State), since the area would remain as natural ground following construction activities; and
- removal of Riparian resources/wetland Waters of the U.S. (i.e., Willow Scrub and Mulefat Scrub habitat) within the temporary haul road are considered temporary impacts, however, these impacts may be considered permanent if the Project decides to mitigate for the impacts consistent with the permanent impacts to these resources during the regulatory permitting process and subject to resource agency approval. The impacts to Riparian resources/wetland Waters of the U.S. within the borrow site are considered a permanent impact.

Table 11: Impacts to Waters of the United States within the Project site, borrow site, and temporary haul road

Feature	Permanent Impacts	Temporary Impacts
Below Elevation 1246’	0.00	0.00
Other WoUS	0.10	0.00
Potential Wetlands	0.01	0.13
TOTAL	**0.11**	**0.13**

Table 12: Impacts to Waters of the State within the Project site, borrow site, and temporary haul road

Feature	Permanent Impacts	Temporary Impacts
Below Elevation 1265’	--	--
Rivers, Streams, or Lakes	0.13	0.00
Riparian	0.09	0.13
Above Elevation 1265’	--	--
Rivers, Streams, or Lakes	0.06	0.00
Riparian	0.00	0.00
Totals	--	--
Below Elevation 1265’	3.30	9.28
Rivers, Streams, or Lakes*	0.19	0.00
Riparian*	0.09	0.13
TOTAL	**3.86**	**9.54**

*includes overlap with the Below Elevation 1265’ feature.

Table 13: Impacts to Riparian/Riverine within the Project site, borrow site, and temporary haul road

Feature	Permanent Impacts	Temporary Impacts
Below Elevation 1265’	--	--
Riverine	0.13	0.00
Riparian	0.09	0.13
Tamarisk Scrub	0.00	3.06
Above Elevation 1265’	--	--
Riverine	0.06	0.00
Riparian	0.00	0.00
Tamarisk Scrub	0.00	0.00
Totals	--	--
Below Elevation 1265’	3.30	9.28
Riverine*	0.19	0.00
Riparian*	0.09	0.13

Feature	Permanent Impacts	Temporary Impacts
Tamarisk Scrub*	0.00	3.06
TOTAL*	**3.58**	**12.47**

*includes overlap with the Below Elevation 1265' feature.

d) ***Would the Project 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?***

Less Than Significant Impact. The Project site, borrow site, and temporary haul road is located within MSHCP Elsinore Area Plan Subunit 3 and the proposed extension of existing Core 3, and within the vicinity of proposed Linkage 8. The northern portion of the extension provides for movement of species along the lower San Jacinto River to proposed Linkage 8. Additionally, the Lake (Lake Elsinore) is the permanent and seasonal home to a wide variety of birds and functions as a way station on the Pacific flyway for migrating waterfowl traveling from Alaska to South America. It is unlikely the Project site functions in local and regional wildlife movement, based on the relatively small size of the Project site and fact that it is surrounded on two sides by development (residential development and a paved, well-used road). Based on the size and location of the borrow site and temporary haul road, it is possible these portions of the Project site, borrow site, and temporary haul road are located within local and regional wildlife movement areas, including dispersal, seasonal migration, and movements related to home range activities. As described in Section 2.0 of the Biological Resources Technical Report (February 2017), negotiations with the agencies are underway to determine a strategy for fulfilling MSHCP Criteria requirements within the Back Basin, including the Project site, borrow site, and temporary haul road. Although there may be minimal temporary effect on wildlife movement due to Project activities within the borrow site and temporary haul road, these are expected to be minor since these areas are relatively small and the much larger surrounding area is expected to continue to function as a wildlife movement area during the duration of the temporary, short term Project activities within the borrow site and temporary haul road.

As described above, the borrow site and temporary haul road occur within an area that may serve a function in local and regional wildlife movement. It is expected that local and regional wildlife movement would be preserved within the Project vicinity as a result of the existing mitigation and preservation areas already identified and already in place in the Back Basin. While there would be removal of vegetation in the borrow site and temporary haul road, the acreage is small in comparison to the surrounding undeveloped area. Furthermore, use of the borrow site and temporary haul road would be temporary (only during the borrow activities); therefore, considering the temporary nature of the use and relatively small size of area in which vegetation removal would occur, no long-term effects to wildlife movement are anticipated due to the Project.

In addition, as specified in BIO-11 and BIO-12, the removal of potential nesting bird habitat would be conducted outside of the nesting season (February 1 to August 31) to the extent feasible, which would reduce potential impacts to migratory bird species. If grading or site disturbance is to occur between February 1 and August 31, a nesting bird survey shall be conducted and avoidance of active nests would be implemented.

In summary, considering the existing and future preservation of open space as well as nesting bird protections in place, potential impacts to wildlife movement are expected to be reduced to below significance.

e) *Would the Project conflict with any local policies or ordinance protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact. The Project is consistent with local policies and ordinances related to biological resources, including Lake Elsinore Municipal Codes 19.04 (Habitat Conservation), 16.85 (Local Development Mitigation Fee for Funding the Preservation of Nature Ecosystems), 14.08 (Protect and Enhance Water Quality), and 5.116 (Palm Tree Preservation Program). No impacts anticipated, and no mitigation required related to this threshold.

f) *Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

Less Than Significant Impact. The Project is located within the adopted MSHCP area. The City is required to collect local development impact fees for all projects within the MSHCP area. As such, the applicant would be required to pay these fees as mitigation for impacts to species and habitat covered under the MSHCP. With the payment of these fees, the Project is consistent with the MSHCP.

Also, the Project would be required to comply with the MSHCP through obtaining a consistency determination and any other additional approvals required by the MSHCP, including processes such as the City's implementation of the HANS (Habitat Evaluation and Acquisition Negotiation Strategy) process, the Lake Elsinore Acquisition Process (LEAP), and/or a Determination of Biologically Equivalent or Superior Preservation (DBESP), if appropriate. It is anticipated that a DBESP will be required for this Project, subject to MSHCP approval, and the Project will be required to demonstrate consistency with the MSHCP through the preservation of equivalent or superior resources in comparison to project impacts.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

The following measures would be implemented to avoid, minimize, and/or mitigate for potential impacts and to ensure impacts are less than significant:

BIO-1: One additional focused botanical survey will be conducted in mid- to late spring 2017 (May-June) at the Project site, borrow site, and temporary haul road pursuant to the MSHCP Narrow Endemic and Criteria Area Species Survey requirements. Results of the 2017 surveys will be incorporated into the Project's MSHCP Consistency Determination. If impacts will occur to Narrow Endemic or Criteria Area plant species identified during the focused surveys, mitigation is proposed to occur in compliance with MSHCP requirements, specifically 90% preservation (translocation may be performed) of the impacted species population either onsite or offsite within a preservation area of the Back Basin. The 90% preservation will be appropriate for the species (i.e. seed collection, soil translocation, etc.). Since the project is required to comply with the MSHCP and the MSHCP establishes mitigation, the City may consider adoption of this IS/MND prior to completion of these surveys.

BIO-2: A focused burrow survey and focused burrowing owl surveys will be performed in 2017. If burrowing owl are identified in the Project site, borrow site, or temporary haul road, mitigation/preservation will occur as required by the MSHCP. Specifically, if any portion of the Project containing burrowing owl is within the MSHCP Criteria Area, which includes the entire borrow site and temporary haul road, then at least 90 percent of these areas with long-term conservation value will be included in the MSHCP Conservation Area. Otherwise, if burrowing owl are identified in other Project areas that occur outside of MSHCP Criteria Cells, including the Project site, then:

- If the site contains, or is part of an area supporting less than 35 acres of suitable habitat or the survey reveals that the site and the surrounding area supports fewer than 3 pairs of burrowing owls, then the on-site burrowing owls will be passively or actively relocated following accepted protocols.
- If the site (including adjacent areas) supports three or more pairs of burrowing owls, supports greater than 35 acres of suitable habitat and is non-contiguous with MSHCP Conservation Area lands, at least 90 percent of the area with long-term conservation value and burrowing owl pairs will be conserved onsite.

BIO-3: If burrowing owl are not identified in the Project site, borrow site, and temporary haul road during focused surveys but suitable burrows are present, then a 30-day pre-construction survey will be required prior to Project ground disturbance.

BIO-4: If active burrowing owl burrows are detected during the 30-day preconstruction burrowing owl survey during the breeding season, all work within an appropriate buffer (typically a minimum 300 feet) of any active burrow will be halted until that nesting effort is finished. Also, if active burrowing owl burrows are detected during the breeding season, a qualified biologist will be required to be onsite to review and verify compliance with the buffer, monitor the nesting effort, and verify when the nesting effort has finished. Work can resume and biological monitoring can be concluded within the buffer when the nesting effort is confirmed to have been completed and no other active burrowing owl burrows nests are found within the buffer area.

BIO-5: If active burrowing owl burrows are detected during the 30-day preconstruction burrowing owl survey outside the breeding season or during the breeding season and its determined nesting activities have not begun, then passive and/or active relocation may be approved following consultation with the City of Lake Elsinore. All work within an appropriate buffer (typically a minimum of 300 feet) of any active burrow will be halted until a plan for passive and/or active relocation is developed and approved, and a qualified biological monitor will monitor the site weekly, at a minimum, until the burrows are no longer active or until burrowing owls have been successfully relocated. One-way doors may be installed by a qualified biologist if approved as part of a passive relocation program. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied, and back filled to ensure that animals do not re-enter the holes/dens. Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping.

BIO-6: Construction workers will adhere to the following policies to minimize indirect impacts to Riverside fairy shrimp during construction:

- Speed for Project vehicles on the existing access road (temporary haul road) will be limited to 5 miles per hour to reduce dust; and
- Dust control measures (i.e. cover loads, use of water truck at the borrow site and along the road during haul activities) will be implemented.

BIO-7: To avoid potential direct impacts to Riverside fairy shrimp and its Critical Habitat, the limits of the temporary haul road will be flagged or fenced with environmentally sensitive area fencing or similar means adjacent to the parcel identified in the Biological Technical Report (Appendix D) contains Riverside fairy shrimp Critical Habitat prior to and during use of the temporary haul road.

BIO-8: Permanent impacts to CDFW jurisdiction below elevation 1265' will be compensated for by the preservation of waters below elevation 1265' in the confines of the Back Basin or City of Lake Elsinore at a minimum 0.25:1 ratio. Permanent impacts to non-wetland waters of the U.S., streambed waters of the State, and riparian waters will be compensated for at a minimum ratio of 2:1 preservation in the Back Basin, City of Lake Elsinore or other agency-approved mitigation bank or in-lieu fee program within the MSHCP. Mitigation for non-elevation related impacts to jurisdictional features may be combined with the elevation mitigation areas, due to the significant overlap in these areas.

BIO-9: Following non-riparian and non-wetland temporary impacts, a seed mix consisting of native species consistent with the surrounding native habitats will be broadcast within the temporarily impacted jurisdictional areas including the temporary haul road and borrow site.

BIO-10: Temporary impacts to riparian and potential wetland resources may be mitigated either through the mitigation ratios identified under measure BIO-8 above or through implementing the following restoration, subject to agency approval: 1) native replanting of the mulefat and/or willow species, consistent with the impacted resource, and 2) quarterly monitoring by a qualified biologist to verify establishment of the planted species for 2 years and until the site reaches a percent cover similar to pre-Project conditions as documented in the Projects Biological Technical Report or other pre-impact biological resource study commissioned for the Project. Non-native species shall not exceed 5% cover. No conservation easement or long-term management is proposed for these areas.

BIO-11: The removal of potential nesting bird habitat will be conducted outside of the nesting season (February 1 to August 31) to the extent feasible. If grading or site disturbance is to occur between February 1 and August 31, a nesting bird survey shall be conducted by a qualified biologist within no more than 72 hours of scheduled vegetation removal, to determine the presence of nests or nesting birds. If active nests are identified, the biologist will establish appropriate buffers around the vegetation (typically 500 feet for raptors and sensitive species, 200 feet for non-raptors/non-sensitive species). All work within these buffers will be halted until the nesting effort is finished (i.e. the juveniles are surviving independent from the nest). The on-site biologist will review and verify compliance with these nesting boundaries and will verify the nesting effort has finished. Work can resume within the buffer area when no other active nests are found. Alternatively, a qualified biologist may determine that some construction can be permitted within the buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping.

BIO-12: Active nests (nests with chicks or eggs) cannot be removed or disturbed in accordance with BIO-11. However, inactive nests may be removed or disturbed by a qualified biologist.

BIO-13: Prior to Project implementation, a biologist will conduct a Worker Environmental Awareness Program (WEAP) which will describe the biological constraints of the Project. Key personnel who will work within the Project site, borrow site, and temporary haul road will attend the WEAP prior to the commencement of construction activity. The WEAP will be administered to key personnel regarding the sensitive biological resources, restrictions, protection measures, and individual responsibilities associated with the construction.

BIO-14: Work area limits will be defined and respected including the Project site, borrow site, and limits of the temporary haul road. All construction/laydown areas will have their boundaries clearly flagged or marked before Project implementation and all disturbances will be confined to the flagged areas. All Project personnel will be instructed that their activities must be confined to locations within the flagged areas.

BIO-15: Clearing and grubbing will be performed under the guidance of a biological monitor.
BIO-16: Cleared or trimmed vegetation and woody debris will be disposed of in a legal manner at an approved disposal site.

BIO-17: If any wildlife is encountered during the course of Project activities, said wildlife will be allowed to freely leave the area unharmed.

BIO-18: Wildlife will not be disturbed, captured, harassed, or handled. Animal nests, burrows and dens will not be disturbed without prior survey from a qualified biologist.

BIO-19: To avoid impacts to wildlife, the Project will comply with all litter and pollution laws and will institute a litter control program during the course of the construction activities. All contractors, subcontractors, and employees shall also obey these laws. Trash removal will reduce the attractiveness of the area to opportunistic predators such as coyotes, opossums, and common ravens.

BIO-20: Employees, contractors, and site visitors will be prohibited from collecting plants and wildlife unless under the direction of a qualified biologist for purposes of Project implementation, relocation, or mitigation.

BIO-21: In addition to the general measures mentioned above, the Project will be required to comply with the following standard construction BMPs found in Appendix C of the MSHCP, which include the following:

- Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.
- The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via preexisting access routes to the greatest extent possible.
- The upstream and downstream limits of the Project disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.

- The Project should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.
- Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, CDFW, RWQCB, USACE, and/or USFWS and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.
- The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to preexisting contours and revegetated with appropriate native species.
- Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

Sources: Biological Technical Report (VCS Environmental, February 2017).

V. Cultural Resources/Tribal Cultural Resources

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
e) 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: 1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Cultural Resources Discussion

Duke Cultural Resources Management, LLC prepared a Cultural and Paleontological Resources Assessment (Appendix E) for the Project site to assess the Project's potential impacts to existing cultural resources. The assessment included a records search for cultural resources and paleontological resources, Native American consultation, and a field survey to identify any cultural and/or paleontological resources. The findings made in this section and proposed mitigation are based on results and recommendations of the assessment.

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a) *Would the Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?*

and

b) *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

Less Than Significant With Mitigation. According to the Cultural and Paleontological Resources Assessment prepared for the Project, there are two cultural resources mapped within ½ mile of the Project site; one is a historic isolated artifact and the other is a prehistoric isolated artifact. In addition, there are four cultural resources mapped within ½ mile of the borrow site and temporary haul road; each of these is a prehistoric isolated artifact. The Lake (Lake Elsinore) itself is recorded as 33-11009, the documentation of which is described below. The borrow site and temporary haul road locations are completely within the recorded boundary of the Lake at the 1260' MSL contour, whereas the Project site falls occurs partially within the 1260' MSL contour.

In 1991, Greenwood and Associates recommended nomination of the Lake (Lake Elsinore) vicinity, specifically the eastern portion of the lake and its surroundings, as an archaeological district based on the number and types of sites in the region; however, this nomination has not been undertaken and is beyond the scope of this Project.

33-11009: Lake Elsinore

One of the only natural lakes in California, Lake Elsinore was called "Laguna Grande" during the Rancho Period. It was known as *Paiakhche* by the Native Americans and features heavily in their creation beliefs. The village of *Paiahche* is ethnographically documented immediately north of the lake by Kroeber (1925), however consultation with the Pechanga Tribe shows that the village was located northwest of the Lake and that the correct spelling is *Páayaxchi*. This name also refers to the Lake itself. The lake and associated hot springs also figure heavily in the establishment of the City of Lake Elsinore as a health resort area (City of Lake Elsinore 2011). Periodic flooding and drying of the lake has affected the way the lakeshore environment has been utilized culturally by people for millennia. The Lake is considered eligible for listing on the California and National Registers; it is a natural feature with historic significance as well as a Traditional Cultural Property (TCP) pursuant to the National Historic Preservation Act for the Luiseño people. The site boundary was recorded as the 1260' MSL contour on the USGS *Lake Elsinore* 7.5 minute quadrangle map. Because of the historic and pre-historic fluctuation in the level of the lake, there is no differentiation between the lake and the lakeshore in this site boundary.

Project-related earth moving activity would have a direct impact on Lake Elsinore (Resource 33-11009) as recorded. The small footprint of the Project and the lack of cultural resources recorded within the Project boundaries indicate the impact would be less than significant.

According to the Cultural and Paleontological Resources Assessment prepared for the Project, the closest archaeological resources are located approximately 500 feet west of the Project site, and within 500 feet of the temporary haul road. The intensive archaeological survey did not identify any cultural resources within the Project site, borrow site, or temporary haul road.

As documented in the Cultural and Paleontological Resources Assessment for the East Lake Specific Plan Amendment No. 11 (ELSPA No. 11), which was prepared in support of that project's EIR, the East Lake Specific Plan limits, which entirely contain the Project site, borrow site, and temporary haul road, contains 22 known cultural resources, none of which are located in the Project site, borrow site, or along the temporary haul road locations. The literature and records review conducted in support of the ELSPA No. 11 was also based on a 0.5-mile radius search, similar to the proposed Project; however, it is based on a larger, 2,950-acre study area than the Mission Trail Apartments Project described herein. Therefore, given the availability of the ELSPA No. 11 cultural study, the cultural analysis herein for this Project is informed by information obtained during the ELSPA No. 11 cultural study, including additional radius search information ranging from approximately 0.6-miles from the Project site to 0.95-miles from the borrow site and temporary haul road locations.

The quantity of known cultural resources in the vicinity and their mapped locations suggest intensive prehistoric occupation along past manifestations of the Lake shoreline. Therefore, due to the high quantity of known cultural resources as well as long history of human occupation, the entire Project is considered to have a cultural resource sensitivity of High. As a result, CUL-1 and CUL-2 require the presence of archaeological and Native American Monitors during excavation (grading, trenching, clearing, etc.) associated with implementation of the Project as described in more detail below. In addition, mitigation measure CUL-6 has been incorporated into the Project during AB 52 consultation to minimize the potential for encroachment and/or impacts to known cultural resources outside of the temporary haul road but in nearby proximity.

There are no expected impacts to any other recorded cultural resources in the vicinity of the current Project; however; there is a high sensitivity for buried cultural deposits based on the numbers and locations of sites and isolates within the immediate vicinity. Therefore, the entire Project is considered to have a high sensitivity for cultural resources and it is possible that the presence of subsurface historical and/or archaeological resources within the Project site could be uncovered during ground disturbance. With the incorporation of the measures described in CUL-1 through CUL-6, Project impacts would be reduced to less than significant. No additional mitigation is required.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant With Mitigation. According to the Cultural and Paleontological Resources Assessment, the Holocene aged sediments of the borrow site and temporary haul road have a low sensitivity for paleontological resources at the surface but high sensitivity at depth (8 feet or deeper). The

sediments in the Project site have a high sensitivity for paleontological resources at the surface and at depth. Any ground disturbance in these areas would result in a potentially significant impact to paleontological resources according to CEQA. In order to mitigate this potential impact to a level that is less than significant, the Project would need to comply with mitigation measure CUL-7 which requires paleontological monitoring of all grading activities. With the incorporation of this mitigation measure, Project impacts would be reduced to less than significant. No additional mitigation is required.

d) *Would the Project disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant Impact With Mitigation. Development of the Project is not expected to disturb any human remains, including those interred outside of formal cemeteries. If during Project grading and/or ground disturbance any human remains are discovered, the provisions of mitigation measure CUL-5 shall apply. With the incorporation of mitigation measure CUL-5, any impacts would be reduced to less than significant. No additional mitigation is required.

e) 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:

1. ***Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or***
2. ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Less Than Significant With Mitigation. Native American Consultation efforts were led by the City of Lake Elsinore as the lead agency. AB52 consultation letters were sent on January 23, 2017 to the six tribal contacts contained on the City of Lake Elsinore's current AB52 contact list. On February 3, 2017, Duke Cultural Resources Management, LLC requested a Sacred Lands File Check from the Native American Heritage Commission (NAHC) on behalf of the City of Lake Elsinore. A response was received on February 9, 2017, indicating that the results of the Sacred Lands File Check were negative.

Of the six letters sent, requests to consult regarding the Project pursuant to AB52 were received from the Soboba and Pechanga Bands of Luiseno Indians. AB52 meetings were held with Soboba and Pechanga Tribes in February and March. Consultation was concluded with the Soboba Tribe in March 2017, and with Pechanga Tribe in April 2017.

The quantity of known cultural resources and their mapped locations in the vicinity of the Project suggest intensive prehistoric occupation along past manifestations of the Lake shoreline. Further, Lake Elsinore and its immediate surroundings are considered a Traditional Cultural Property to the Luiseños and is likely a *Tribal Cultural Resource* (TCR) under CEQA and the lake itself is a *National Register/California Register* eligible resource. As one of the only natural lakes in California still extant and with the demonstrated long history of human occupation, the Lake region offers a unique opportunity to study prehistoric adaptations

to a lacustrine environment. As a TCR, isolated artifacts found around the lake shore become important contributing elements to the TCR and must be evaluated as part of the TCR. With the incorporation of mitigation measures CUL-1 through CUL-6, any impacts to Tribal Cultural Resources would be reduced to less than significant. No additional mitigation is required.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

The following mitigation measures would be implemented to avoid and/or minimize potential impacts and to ensure impacts are less than significant:

CUL-1: Tribal Monitoring. Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the AB 52 process ("Monitoring Tribes"). The applicant shall coordinate with the Tribe(s) to develop individual Tribal Monitoring Agreement(s). A copy of the signed agreement(s) shall be provided to the City of Lake Elsinore Planning Department prior to the issuance of a grading permit. The Agreement shall address the treatment of any known tribal cultural resources (TCRs) including the project's approved mitigation measures and conditions of approval; the designation, responsibilities, and participation of professional Tribal Monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains/burial goods discovered on the site per the Tribe(s) customs and traditions and the City's mitigation measures/conditions of approval. The Tribal Monitor will have the authority to temporarily stop and redirect grading in the immediate area of a find in order to evaluate the find and determine the appropriate next steps, in consultation with the Project archaeologist.

CUL-2: Archaeological Monitoring. Prior to issuance of a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified and RPA-certified archaeologist to supervise the project's archaeological monitor. The archaeological monitor will be on site to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources/TCRs and assist with avoidance, preservation and/or mitigation per the City's mitigation measures on known resources.

1. The Project Archaeologist, in consultation with the Monitoring Tribe(s), the applicant and the City, shall develop a Cultural Resources Monitoring Plan (CRMP) to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:
    a) Project grading and development scheduling;
    b) The Project archeologist and the Monitoring Tribe(s) shall attend the pre-grading meeting with the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training for those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. During grading, excavation, and ground disturbance, all new construction personnel that begin work on the Project following the initial Training must take the Cultural Sensitivity

Training prior to beginning work and the Project archaeologist and/or Monitoring Tribe(s) shall make themselves available to provide the training on an as-needed basis.

c) The coordination of a monitoring schedule as agreed upon by the Monitoring Tribe(s), the Project archaeologist, and the applicant;

d) The protocols and stipulations that the applicant, City, Monitoring Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation;

CUL-3: Treatment and Disposition of Tribal Cultural Resources. In the event that Tribal Cultural Resources are inadvertently discovered during the course of grading for this Project, and avoidance of the TCRs is not feasible, the following procedures will be carried out for treatment and disposition of the discoveries:

1. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and
2. **Treatment and Final Disposition*:*** The applicant shall relinquish ownership of all cultural resources, including all archaeological artifacts and non-human remains as part of the required mitigation for impacts to tribal cultural resources. Human remains, sacred/ceremonial items and burial goods will be addressed per State Law, CUL-5 and the Agreement required in CUL-1. The applicant shall relinquish the artifacts through one or more of the following methods through consultation with the Monitoring Tribe(s) and provide the City of Lake Elsinore Community Development Department with evidence of same:
    a) Professional curation, including a curation agreement with a qualified repository in Riverside County that meets federal standards per 36 CFR Part 79, and which shall be made available to all qualified researchers upon application. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation:
    b) Accommodate the process for onsite reburial of the discovered items with the Monitoring Tribe(s). This shall include measures and provisions to protect, in perpetuity, the reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;
    c) At the completion of grading, excavation and ground disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property if any; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Lake Elsinore, Eastern Information Center and Monitoring Tribe(s).

CUL-4: Sacred Sites. If any sacred sites are identified by the Project Archaeologist and/or Tribal Monitor(s), all sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

CUL-5: **Discovery of Human Remains.** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project applicant shall then inform the Riverside County Coroner and the City of Lake Elsinore Community and Economic Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner has made the necessary findings as to origin. If human remains are determined to be Native American, the applicant shall comply with the state law relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (Public Resource Code (PRC) Section 5097). The coroner shall contact the NAHC within 24 hours and the NAHC will make the determination of most likely descendant(s). The Most Likely Descendant (MLD) shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. Treatment and disposition of the remains shall be determined in consultation with the most likely descendant(s) to determine the most appropriate disposition of human remains and any associated grave artifacts. In the event that the applicant and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the mediation process will occur with the NAHC, if requested (see PRC Section 5097.98(e) and 5097.94(k)).

The specific locations of Native American burials and reburials are confidential and may not be disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center. A Sacred Lands File form will be submitted to the NAHC by the project archaeologist and the Monitoring Tribe(s).

According to the California Health and Safety Code, six or more human burials at one location constitutes a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052).

CUL-6: Temporary Fencing Along Haul Road. Prior to commencing clearing, grubbing, and preparation of the temporary haul road, highly visible environmentally sensitive area fencing or other means will be installed delineate the edge of the temporary haul road. The temporary fencing will be monitored and maintained throughout the use of the temporary haul road.

CUL-7: Paleontological Monitoring. A paleontological monitor shall be present to observe any ground disturbance in the Project site, and deep ground disturbance (8 feet below ground surface or deeper) in the borrow site and temporary haul road location in. Due to the small size of many of the fossil resources documented from nearby localities, any paleontological monitoring will include regular collection and screening of sediment samples. The monitor shall work under the direct supervision of a qualified paleontologist (B.S. /B.A. in geology and/or paleontology with demonstrated competence in research, fieldwork, reporting, and curation).

- The qualified paleontologist shall be on-site at the pre-construction/pre-grade meeting to discuss monitoring protocols.

- The paleontological monitor shall be empowered to temporarily halt or redirect excavation operations efforts if paleontological resources are discovered.
- In the event of a paleontological discovery the monitor shall flag the area and notify the construction crew immediately. No further disturbance in the flagged area shall occur until the qualified paleontologist has cleared the area.
- In consultation with the qualified paleontologist the paleontological monitor shall quickly assess the nature and significance of the find. If the specimen is not significant it shall be quickly removed and the area shall be cleared.
- If the discovery is significant the qualified paleontologist shall notify the applicant and the City immediately.
- In consultation with the applicant and the City the qualified paleontologist shall develop a plan of mitigation which will likely include salvage excavation and removal of the find, removal of sediment from around the specimen (in the laboratory), research to identify and categorize the find, curation of the find in a local qualified repository, and preparation of a report summarizing the find.

Sources: Cultural and Paleontological Resources Assessment (Duke Cultural Resources Management, LLC, February 2017); Project Description (VCS Environmental, April 2017).

VI. Geology and Soils

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a Known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☒	☐	☐
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 or most current edition), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Geology and Soils Discussion

The findings in this section are partially drawn from the following study prepared for the Project.

- *Preliminary Geotechnical and Infiltration Feasibility Investigation, Proposed Multi-Family Residential Development, APN 365-30-001, Lake Elsinore, California*, prepared by LOR Geotechnical Group, Inc., December 2016.

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a) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

Less Than Significant With Mitigation. The Project is located within seismically active Southern California and is expected to experience strong ground motions from earthquakes caused by both local and regional faults. According to the Department of Conservation's Fault Zone Map for the Project site, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone. In addition, no evidence of faulting projecting into or crossing the site was noted during analysis conducted as part of the geotechnical investigation prepared for the Project by LOR Geotechnical Group, Inc. Due to the Project site's proximity to the Elsinore fault zone, it is reasonable to expect a very strong ground motion seismic event to occur during the lifetime of the proposed Project. The potential impacts related to the closest active fault, the Glen Ivy North fault (Elsinore Fault Zone), which is located approximately 1,500 feet to the southwest of the Project site, as well as other regional faults (i.e., San Jacinto and San Andreas faults) are addressed through compliance with standard measures contained in the most recent Uniform Building Code and City Municipal Code as well as mitigation measure GEO-1, which would ensure that the Project's final design would to account for the Project site's seismic setting.

ii) ***Strong seismic ground shaking?***

Less Than Significant With Mitigation. The Project site is located in an area of high regional seismicity and may experience horizontal ground acceleration during an earthquake along the Elsinore Fault Zone, or other fault zones throughout the region. Because of this, the Project site has been and will continue to be directly affected by seismic activity to some degree. Given that the Project site is not located immediately adjacent to a seismic study area, the Project would not be affected by ground shaking any more than any other area in seismically active Southern California. Compliance with standard measures contained in the most recent Uniform Building Code and City Municipal Code regarding structures, as well as implementation of GEO-1, any impacts would be less than significant. No additional mitigation is required.

iii) ***Seismic-related ground failure, including liquefaction?***

Less Than Significant With Mitigation. A review of the Riverside County Geographic Information Systems website indicates that the Project site is located within a mapped zone of very low liquefaction susceptibility. However, the geotechnical report prepared by LOR Geotechnical Group, Inc., found that the

most likely hazards associated to soil liquefaction at the Project site related to lateral spreads and ground settlements due to soils found to occur at the site and the depth to groundwater that occurs at the site. Based upon the field investigation and test data prepared by LOR Geotechnical Group, LLC., it was found that the existing undocumented fills and upper portions of the alluvial soils will not, in their present condition, provide uniform and/or adequate support for the proposed structures. Left as is, this condition could cause unacceptable differential and/or overall settlements upon application of the anticipated foundation loads.

Furthermore, based on the results of our liquefaction analysis, it seems that there are various relatively thin, granular soil layers located between depths of 9.5 and 49 feet at the site that are susceptible to liquefaction. The most critical hazard associated with potential liquefaction at the Project site appears to be lateral ground spreading.

Horizontal ground displacements are estimated to range from 9 to 17 inches at the site. It should be noted that this failure mode causes fissures, scarps, and depressions to form at the ground surface. As the soils move laterally, the blocks of soil between the main cracks tend to settle and break into even smaller pieces. Thus, this can cause significant damage of the overlying buildings and roads as well as buried utilities. In addition to substantial lateral ground movements and surface ground damage, the site could be affected by settlements of up to 2.6 inches or more.

Given the potential for liquefaction at the Project site, GEO-2 and GEO-3 will be implemented to reduce Project impacts to less than significant.

iv) *Landslides?*

No Impact. The Project site and surrounding areas are relatively flat. There is no evidence of landslides occurring on the Project site, or in surrounding areas. Therefore, the Project is not expected to exposed people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from landslides. As a result, no impacts are anticipated and no additional mitigation measures are required.

b) *Would the Project result in substantial soil erosion or the loss of topsoil?*

Less Than Significant Impact. 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. As part of the approval process, the City requires the submittal of detailed Erosion Control Plans with any grading plans as a standard condition. The implementation of this standard requirement is expected to address any erosional issues associated with the grading of the site. As a result, these impacts are not considered to be significant with compliance with the required erosion and runoff control measures required as part of the approval of a grading plan. No additional mitigation measures are required.

c) *Would the Project 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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less Than Significant Impact. Potential impacts resulting from liquefaction, ground lurching, landslides, slope stability issues, and seismic-induced ground settlement would be considered less than significant because of the generally flat nature of the Project site, relatively low risk for liquefaction and medium-stiff to very-stiff dense soil characteristics that occur on the Project site. All new structures proposed by the Project would be designed and constructed in accordance with the current state and local laws and regulations, as discussed above, to ensure that potential damage from these potential secondary seismic-related hazards *would be less than significant*.

d) *Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks of life or property?*

Less Than Significant Impact. The majority of the Project site surficial soils consist of materials with a very low expansion potential. Therefore, conventional design and construction would result in less than significant impacts.

e) *Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. The Project would tie into existing sewer utilities located within existing Mission Trail right-of-way to the east of the Project site. The Project does not include septic tanks or alternative waste water disposal systems. Therefore, no impact.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

GEO-1: The Project's final design for structures will be completed by a qualified structural engineer familiar with the region and that is aware of the seismic setting of the Project site.

GEO-2: To mitigate the effects of liquefaction, the Project will include reinforced shallow foundations and improved structural design be applied to withstand the predicted lateral and vertical ground displacements. According to the Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117 A (California Geological Survey, 2008), lateral displacements less than 0.5 inches may be possible to design foundations with sufficient strength to withstand the expected movements without complete failure. The use of structural design should be verified with a qualified, licensed structural engineer. In addition to the use of reinforced shallow foundations, the grading plan shall require the removal and recompaction of the upper 5 feet of the site soils to provide a dense, high-strength soil layer to uniformly distribute the anticipated foundation loads over the underlying soils. The construction of this compacted fill mat will also allow for the elimination of any undocumented fill material, and the recompaction of existing loose surficial soils within building pad areas. The predicted ground displacements can be decreased by improving the soil to greater depths, by means of excavation and recompaction, vibro-replacement and similar measures.

GEO-3: Project plans and specifications will be reviewed by the project geotechnical consultant prior to construction to confirm that the recommendations presented in the Project geotechnical report have been incorporated into Project design. Additional R-Value and soluble sulfate testing may be required after/during site is rough grading. During construction, sufficient and timely geotechnical observation and

testing should be provided to correlate the findings of this investigation with the actual subsurface conditions exposed during construction. Items requiring observation and testing include, but are not necessarily limited to, the following:

1. Site preparation-stripping and removals.
2. Excavations, including approval of the bottom of excavation prior to backfilling.
3. Subgrade preparation for pavements and slabs-on-grade.
4. Placement of engineered, compacted fill and backfill, including approval of fill materials and the performance of sufficient density tests to evaluate the degree of compaction being achieved.
5. Foundation excavations, including footings, prior to the installation of forms and/or reinforcing steel.

Sources: Preliminary Geotechnical and Infiltration Feasibility Investigation (LOR Geotechnical Group, LLC., December 2016); Fault Zone Map (Department of Conservation, accessed March 2017), County of Riverside Liquefaction Zone Data (accessed 3/28/2017), Lake Elsinore General Plan (City of Lake Elsinore, 2011); Project Description (VCS Environmental, April 2017); City of Lake Elsinore Municipal Code.

VII. Greenhouse Gas Emissions				
Would the Project:				
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

Greenhouse Gas Emissions Discussion

The findings in this section are partially drawn from the following study prepared for the Project.

- *Air Quality and Greenhouse Gas Analysis in support of the Mission Trail Apartments Project CEQA Environmental Documentation, City of Lake Elsinore*, prepared by iLanco Environmental LLC, February 2017.

a) *Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less Than Significant Impact. Proposed Project construction and operations would not produce greenhouse gas (GHG) emissions that, either directly or indirectly, exceed SCAQMD's proposed threshold for residential developments of 3,000 Maximum Theoretical Emissions (MTE)/year.

GHG emissions, associated with the proposed Project, would occur from direct sources such the use of mobile vehicles by residents, employees and visitors; and area sources such as hearths, consumer products, architectural coatings, and landscape equipment. GHG emissions would also occur from indirect sources, such as the use of electricity and natural gas, water conveyance and wastewater treatment, and waste disposal.

CalEEMod was used to quantify construction and operational emissions. The following City Climate Action Plan (CAP) measures were included as part of the proposed Project's design:

- CAP Measure E-1.3, Energy Efficient Building Standards. This measure requires all development projects, after 2020, to achieve 15% energy efficiency above Title 24.
- CAP Measure E-4.2, Indoor Water Conservation Requirements. This measure all requires development projects, after 2020, to reduce indoor water consumption by 30%.

Appendix A of the Air Quality and Greenhouse Gas Analysis (Appendix A of this IS/MND) presents CalEEMod output, which also includes input parameters used in calculations. Table 14 summarizes unmitigated amortized construction and operation GHG emissions and shows that GHG emissions would be generated mostly by the use of mobile vehicles. Project construction is anticipated to begin at the end of 2017 or first quarter of 2018. If start of construction is delayed, the impact analysis presented in the Air Quality and Greenhouse Gas Analysis and in this section would remain valid as working durations by construction phase would not be altered. In other words, daily emission levels would be expected to remain consistent and may possibly be reduced as more efficient equipment becomes commonplace and required by state and/or federal regulations. The table shows that GHG emissions would be below the SCAQMD threshold. No mitigation is required.

Table 14: Annual GHG Emissions

Source Category	**CO2 (mty)**	**CH4 (mty)**	**N2O (mty)**	**CO2e (mty)**
Construction				
2017	45	0	0	45
2018	526	0	0	529
2019	188	0	0	188
Amortized Annual Construction	19	0	0	25
Annual Operation	1,083	1	0	1,100
Total Annual GHG Emissions	**1,102**	**1**	**0**	**1,126**
Significance Threshold				3,000
Significant?				**No**

Notes:
Emissions might not add precisely due to rounding.
CEQA baseline is zero.
Construction emissions were amortized over 30 years.
Total annual GHG emissions are the sum of amortized construction and annual operational emissions.
Area emissions account for natural gas hearths as Project element.
Energy emissions account for exceedance of Title 24, per City CAP, as Project element.

b) *Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

No Impact. In 2006, California adopted AB 32, which requires the state to reduce statewide GHG emissions to 1990 levels by 2020, a reduction target that was introduced in EO S-3-05. In 2016, California adopted Senate Bill (SB) 32, which requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was introduced in EO B-30-15. Section 3.2 of the Air Quality and Greenhouse Gas Analysis (Appendix A of this IS/MND), State Regulations and Agreements presents a discussion of EO S-3-05, EO B-30-15, AB 32, and SB 32.

AB 32 and SB 32 codified state targets and directed State regulatory agencies to develop rules and regulations to meet the targets; AB 32 and SB 32 do not stipulate project-specific requirements. Specific requirements are codified in rules and regulations developed by regulatory agencies such as CARB and SCAQMD, and local City actions such as the City CAP.

The City's CAP, adopted in 2011, certified that the City's target is consistent with AB 32's 2020 goals. The City CAP ensures that the City will be providing local GHG reductions that will complement state efforts to reduce GHG emissions to the AB 32 target. The proposed Project would not conflict with the applicable CAP reduction measures, as shown in Table 15. In addition to CAP requirements, Table 15 also discusses other plans and policies which may be considered related, although not directly applicable, to the proposed Project.

The City's CAP was developed prior to SB 32. Therefore, although the City's CAP was developed with a horizon year of 2030, the CAP does not provide assurance that the City will provide local GHG reductions that will complement state SB 32 efforts through 2030. In addition, the CAP does not address targets past 2030. Notwithstanding, it should be noted that the reliance on CAP measures would not end in 2030 and continuation of these measures would continue to provide GHG reductions.

Table 15: Evaluation of Applicable Plans, Policies/Regulations Adopted for Purpose of GHG Reduction

Plan, Policy, Regulation	Applicability to Proposed Project	Evaluation
CCR Title 24, Part 6 – Building Energy Efficiency Standards		
	Applicable	The Building Energy Efficiency Standards for new residential and commercial buildings seek to ensure that building construction, system design, and installation achieve energy efficiency. The proposed Project would not conflict with the Building Energy Efficiency Standards, pursuant to the City's Municipal Code and as part of the conditions set forth in the building permit. The Building Energy Efficiency Standards are also subsumed in the City's CAP, Measure E-1-3.
CCR Title 24, Part 11 – Green Building Code Standards		
	Applicable	The Green Building Code Standards were developed in response to AB 32. The Standards establish mandatory green building construction standards. The proposed Project would not conflict with the Green Building Code Standards, pursuant to the City's Municipal Code and as part of the conditions set forth in the building permit. The Green Building Code Standards are subsumed in the City's CAP, Measure E-1.3.
City of Lake Elsinore 2011 CAP		
Transportation and Land Use Measures		

Plan, Policy, Regulation	Applicability to Proposed Project	Evaluation
Measure T-1.2: Pedestrian Infrastructure	Applicable	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 P roject site. This measure is implemented by the Department of Public Works and Building Department through policy development, development review, and conditions of approval. The proposed Project would be required to comply with conditions of approval imposed by the City. As such, the proposed Project would not conflict with this measure.
Measure T-1.4: Bicycle Infrastructure	Applicable	This measure requires new developments 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. This measure is implemented by the Department of Public Works and Building
		Department through policy development, development review, and conditions of approval. The proposed Project would be required to comply with conditions of approval imposed by the City. As such, the proposed Project would not conflict with this measure.
Measure T-1.5: Bicycle Parking Standards	Applicable	This measure requires the City to enforce short-term and long-term bicycle parking standards for new non-residential developments. This measure is implemented by the Department of Public Works and Building Department through development review and conditions of approval. The proposed Project would be required to comply with conditions of approval imposed by the City. As such, the proposed Project would not conflict with this measure.
Measure T-2.1: Designated Parking for Fuel-Efficient Vehicles	Applicable	This measure requires new non-residential developments to designate 10% of total parking spaces for low-emitting, fuel-efficient vehicles. This measure is implemented by the Department of Planning, Public Works and Building through development review and conditions of approval. The proposed Project would be required to comply with conditions of approval imposed by the City. As such, the proposed Project would not conflict with this measure.
Energy Measures		

Plan, Policy, Regulation	Applicability to Proposed Project	Evaluation
Measure E-1.1: Tree Planting Requirements	Applicable	This measure requires new developments to plant at minimum one 15-gallon nondeciduous, umbrella-form tree per 30 linear feet of boundary length near buildings. This measure is implemented by the Departments of Planning, Public Works, and Parks and Recreation through City ordinance, development review process, and conditions of approval. The proposed Project would be required to comply with the City ordinances and conditions of approval. As such, the proposed Project would not conflict with this measure.
Measure E-1.2: Cool Roof Requirements	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 implemented by the Departments of Planning and Building through City ordinance, development review process, and conditions of approval. The proposed Project, although residential, would also include nonresidential elements such as a community center. The proposed Project would be required to comply with the City ordinances and conditions of approval. As such, the proposed Project would not conflict with this measure.
Measure E-1.3: Energy Efficient Building Standards	Applicable	This measure requires that new construction exceed the California Energy Code requirements, based on the 2008 Energy Efficiency Standards by 15% by 2020, 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 City ordinance, development review process, and conditions of approval. The proposed Project would be required to comply with the City ordinances and conditions of approval. As such, the proposed Project would not conflict with this measure. The proposed Project was analyzed with this measure.
Measure E-4.1: Landscaping Ordinance	Applicable	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. This measure is implemented by the Departments of Building and Planning through City ordinance, development and review process, and conditions of approval. The proposed Project would be required to comply with conditions of approval. As such, the proposed Project would not conflict with this measure.

Plan, Policy, Regulation	Applicability to Proposed Project	Evaluation
Measure E-4.2: Indoor Water Conservation Requirements	Applicable	This measure requires that development projects reduce indoor water consumption by 30% by 2020. This measure is implemented by the Departments of Building and Planning through amendments to the Municipal Code and conditions of approval. The proposed Project would be required to comply with the City's Municipal Code and conditions of approval. As such, the proposed Project would not conflict with this measure. The proposed Project was analyzed with this measure.
Measure E-5.1: Renewable Energy Incentives	Applicable	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. No elements of the proposed Project would conflict with this measure.
Solid Waste Measures		
Measure S-1.4: Construction and Demolition Waste Diversion	Applicable	This measure requires development projects to divert, recycle or salvage at least 65% of nonhazardous construction and demolition debris generated at the site by 2020 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,

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

None required.

Sources: Air Quality and Greenhouse Gas Analysis Technical Report (iLanco Environmental, LLC., February 2017); Project Description (VCS Environmental, April 2017).

VIII. Hazards and Hazardous Materials

Would the Project:

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

Hazards and Hazardous Materials Discussion

A Phase I Environmental Site Assessment (Phase I) was prepared for the Project site by LOR Geotechnical Group in November 2016 (Appendix G). The following tasks were completed in order to conduct the Phase I: public agency databases were reviewed in order to provide insight into the previous and current uses of the Site with respect to environmental impairments and conditions; Federal, state, local, tribal, and proprietary lists and databases were reviewed to ascertain the presence of known environmentally impaired sites within the immediate area, and to determine their impact, if any, to the Site; historical aerial photographs, topographic maps, Sanborn Fire Insurance Maps, and city directories were examined to investigate the past use(s) of the Site; and a site reconnaissance was conducted to assess current conditions of the Site and adjacent properties, and visibly identify areas of potential contamination that may impact the Site. In addition, soils within the borrow site were sampled and tested for contaminants by LOR Geotechnical Group pursuant to a Phase II testing program. The results of this analysis are included in LOR's March 2017 report, *Environmental Import Materials Evaluation*, which is attached as Appendix H.

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a) ***Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

and

b) ***Would the Project 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?***

Less Than Significant with Mitigation. The Project may create an additional possible hazard to the public or the environment through the routine transport, use and disposal of hazardous materials during and after construction. However, due to the quantity and nature of these materials, these impacts are considered less than significant with mitigation as described below.

During construction, there is a potential for the accidental disposal of hazardous materials. To address this potential impact, prior to initiating construction a SWPPP would be prepared and approved by the City to address any construction-related spills or accidents that might occur on the Project site during construction as discussed in mitigation measure HWQ-5.

In addition, the Project is located immediately adjacent to Mission Trail and in the vicinity of I-15. It is possible that an accident or spill on one of these roadways may expose future building occupants to hazardous materials. However, the likelihood of this type of event is rare and it is not considered to be significant. In addition, some hazardous materials would be stored on the premises; however, those used are commonly associated with typical residential development and not atypical of this Project. Therefore, given the common nature and limited potential for exposure of these materials to the environment during Project operation, less than significant impacts would result and no additional mitigation is required.

Phase 2 testing of soils within the borrow site was conducted to determine if the excavation, transport, and use of this soil would constitute a hazard. Testing of soils included sampling and testing for contaminants. Analytical laboratory results found that the proposed onsite import materials from the borrow site are

suitable for their intended use as fill material. No further sampling and analysis is necessary. Results of the testing can be found in Appendix H.

c) *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. The Project is not expected to result in the release of any hazardous emissions. The nearest school is Jean Hayman Elementary School which is located 0.96 mile southeast of the Project site. Due to the residential nature of the Project and the fact that the site is not within one-quarter mile of an existing or proposed school, no impacts are anticipated and no mitigation is required.

d) *Would the Project 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 Impact. The Project Phase I Environmental Site Assessment (ESA) included an Environmental Database Review (EDR) search of regulatory, federal, state and local databases. The Project site was found to contain no recognized or significant environmental conditions and is not on any hazardous materials site list pursuant to Government Code Section 65962.5. The Phase I also determined that there are no environmentally impaired properties within one mile of the Project site that would have an environmental impact on the Project site. A railroad easement adjacent to Mission Trail was found to have been abandoned in the 1930s. Analysis of soil samples from within the railroad easement running through the eastern portion of the Project site indicated that arsenic in the soil at this location is at typical background levels and is not a hazardous material concern. Similarly, as discussed above, Phase 2 testing of soils at the borrow site determined no hazardous waste and that these soils are acceptable for excavation, use, and transport to the Project site to be used as fill material. Therefore, the Project would not create a significant hazard to the public or the environment and no mitigation is required.

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 Impact. The closest public airport to the Project site is Perris Valley Airport, which is approximately 9 miles northeast of the Project site. The Project site is not located within 2 miles of a public airport; therefore, no impacts related to this threshold would result from the Project and no mitigation is required.

f) *For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?*

No Impact. The private airport closest to the Project site is Skylark Airport. Skylark Airport is located at the south end of the Lake (Lake Elsinore), approximately 0.7 mile southwest of the Project site. According to Figure 2.7, *City of Lake Elsinore Airport Influence Areas*, of the General Plan, the Project site is not located within the Skylark Airport Influence Area. There is no approved airport land use plan for this facility. Due to the residential nature of the proposed Project, no impacts to Skylark Airport operations are anticipated

from implementation of the Project. The Project would not result in a safety hazard for people residing or working in the Project area. No mitigation measures are required.

g) *Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. The proposed Project does not propose any changes to the City's Emergency Preparedness Plan or the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan. Implementation of the proposed Project would increase the amount of vehicle traffic; however, the proposed driveway and median improvements would provide adequate roadway connections and emergency access. All applicable local and State regulatory standards for adequate emergency access would be met, and the Project would be required to comply with all applicable fire code requirements for construction and access to the site. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and no mitigation is required.

Concurrently with Project grading, over a period of roughly 60 days, approximately 38,000 cubic yards of fill material would be excavated at the borrow site and transported to the construction site. At 12 cubic yards per truckload, an estimated 3,167 haul trips would be required for this operation. Over an estimated maximum of 60 days, this translates to approximately 53 haul trips per day, or 6-7 trips per hour. Also, temporary construction activities would create additional traffic on roadways from construction worker vehicles, delivery trucks and hauling trucks traveling to, from and within the Project site and borrow site. This temporary incremental increase in construction-related traffic would not impact the overall function of the emergency response system based on the location of the Project and borrow sites in relation to existing development and demand for emergency services. With preparation and implementation of a traffic management plan for the Project as required in mitigation measure TRA-1, impacts would be reduced to less than significant levels.

h) *Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

Less Than Significant Impact. There are no wildlands on or adjacent to the Project site; however, the Project is bordered on the south and southeast by undeveloped, sparsely vegetated land within the East Lake Specific Plan. Riverside County's online mapping program, Map My County, identifies the Project site as not within a High Fire Area (according to the Fire Hazard Classification in Ordinance 787) or within a Fire Responsibility Area. The General Plan shows it not to be within a High, or Very High Fire Hazard Zone, although a portion of the site occurs within a Moderate Fire Hazard Zone (*City of Lake Elsinore General Plan,* Figure 3.1). mitigation measure Hazards 5, of the General Plan EIR requires individual projects to demonstrate their avoidance of significant impacts associated with wildfire hazards through implementation of all policies under the Wildfire Hazards section of the Public Safety and Welfare chapter. Based on the location of the Project site away from wildlands and highly combustible plant communities, and compliance with required measures to minimize risk, potential impacts due to wildfire would be less than significant.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

None

Sources: Phase I Environmental Site Assessment (LOR Geotechnical Group, LLC., December 2016); Environmental Import Materials Evaluation (LOR Geotechnical Group, LLC., March 2017); County of Riverside General Plan (County of Riverside, 2008); City of Lake Elsinore General Plan (City of Lake Elsinore, 2011); Lake Elsinore General Plan Final Recirculated Program Environmental Impact Report, SCH# 2005121019 (City of Lake Elsinore, 2011); Map My County (County of Riverside, Accessed April 2017); County of Riverside Multi-Jurisdictional Hazard Mitigation Plan (City of Lake Elsinore, 2011).

IX. Hydrology and Water Quality

Would the Project:

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

Hydrology and Water Quality Discussion

a) *Would the Project violate or conflict with any adopted water quality standards or waste discharge requirements?*

Less Than Significant Impact With Mitigation. The Santa Ana Regional Water Quality Control Board (SARWQCB) sets water quality standards for ground and surface waters within the region. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives). The *Water Quality Control Plan Santa Ana River Basin* documents the water quality standards for all ground and surface waters overseen by the SARWQCB. Beneficial uses consist of all the various ways that water can be used for the benefit of people and/or wildlife.

Twenty beneficial uses are recognized within the Santa Ana Region. Nine of these beneficial uses have been designated for surface water bodies and groundwater in the vicinity of the City (reference Table 3.9-2, *Beneficial Uses for Water Bodies within City and Sphere of Influence*) of the General Plan EIR.

All listed water quality objectives governing water quality in inland surface waters were evaluated for potential impacts from development within the City; however, only those numeric and narrative water quality objectives that are most likely to be relevant to the implementation of the General Plan are listed in Table 3.9-3*, Water Quality Objectives for Water Bodies within CityI,* Table 3.9-4, *Applicable Narrative Surface Water Quality Objectives,* and Table 3.9-5, *Applicable Narrative Groundwater Quality Objectives*, of the General Plan EIR, respectively. Water quality standards are attained when designated beneficial uses are achieved and water quality objectives are being met. The regulatory program of the SARWQCB is designed to minimize and control discharges to surface and groundwater within the region, largely through permitting, such that water quality standards are effectively attained.

The General Plan EIR indicates that development consistent with the General Plan could result in increased non– point source and point source contamination from common urban sources, construction activity, and vehicle use. In general, increased development and population growth in the City and Sphere of Influence (SOI) may be expected to result in increased generation of urban water contaminants. In addition to increased sediment related to construction activities, development in the City could increase other types of non–point source pollution. Runoff from residential, commercial, and institutional urban uses typically includes sediment, herbicides, pesticides, nutrients from fertilizers, organic debris, coliform, trash, grease, solvents, metals, salts, and other contaminants. Runoff from streets and parking lots contains typical urban pollutants including oil, grease, fuel, rubber, heavy metals, solvents, coliform, and trash. Motor vehicle exhaust also generates lead and particulates that could be picked up by runoff and carried into nearby surface water bodies such as the Lake (Lake Elsinore). The increased pollutants carried in runoff into the streams, rivers, and lake in and around the City is a potentially significant impact of the implementation of the General Plan.

The proposed Project would adhere to National Pollutant Discharge Elimination System (NPDES) requirements and would mitigate any potential water quality impacts during final site design through the preparation of a Water Quality Management Plan (WQMP). Construction activities would require compliance with an approved Stormwater Pollution and Prevention Plan (SWPPP) per HWQ-5. In addition, runoff from the site and from Mission Trail would be directed through a CDS Bio-treatment BMP before it enters the outlet basin at the southern edge of the site (see Preliminary WQMP, Appendix I). With the inclusion of these standard conditions, any impacts from implementation of the proposed Project that

would violate any water quality standards or waste discharge requirements, are considered less than significant. No additional mitigation is required.

The implementation of these practices would minimize anticipated Project impacts to water quality and would result in less than significant impacts.

b) ***Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?***

Less Than Significant Impact. Throughout its history, the Lake (Lake Elsinore) has been subject to flooding or drying, depending on runoff amounts. The Lake Elsinore Lake Management Project, completed in 1995, was designed to ease extreme flooding and evaporation loss in the lake. The main feature of the Lake Management Project is a 17,800 foot-long, rolled-earth fill levee. Other improvements include an operations island, wells, overflow weir, lake-type inlet channel, and wetlands habitat. During normal operation, natural runoff from the San Jacinto River reaches the lake-type inlet and water circulates between the lake and wetlands through a 48-inch gated conduit in the levee. For flood conditions, an overflow weir will divert water above an elevation of 1,262 feet from the Lake inlet into the Back Basin for temporary storage.

Flood protection is currently controlled by regulations and conditions of existing permits issued by the U.S. Army Corps of Engineers (USACE), the Riverside County Flood Control and Water Conservation District (RCFCWCD), and the City of Lake Elsinore. The flood level was lowered to 1263.3 feet as a result of the implementation of the Lake Management Plan. Under the USACE Lake Management 404 Permit (No. 88-00215-RRS), development projects within the Back Basin of the Lake at elevations of 1,260 feet or below must demonstrate that such development does not adversely impact flood storage capacity. Existing permits also require that the project grading plans demonstrate that hydrology is sustained to maintain an existing, offsite 356-acre wetland area in the Back Basin.

The Project does not propose to drill any wells or extract ground water. Under present conditions the Project site has no impervious surfaces within its boundaries; however, the Project would increase impervious surface by 153,280 square feet, which would marginally reduce infiltration of the groundwater table. During existing baseline conditions, precipitation and sheet flow that currently enters the Project site is able to percolate through the onsite soils before either flowing offsite or evaporating. The proposed Project would retain rainfall onsite by directing flows to the outlet basin at the southern edge of the Project site, where the stormwater will be detained and allowed to percolate.

Based on this information, implementation of the Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of a watercourse or wetland, in a manner which would result in substantial erosion or siltation on- or off-site?*

Less Than Significant Impact. Stormwater drainage patterns of the Project would be consistent with the existing topography of the Project site and runoff would flow generally from Mission Trail to the southern portion of the site as it does in the existing baseline condition. Flows that enter the site via the earthen drainage channel from the Mission Trail culvert during existing conditions begin to spread after the earthen channel daylights on the Project site and do not reach the Lake Elsinore Back Basin. The Project would underground the flow from the Mission Trail culvert and direct it toward the outlet basin at the southern edge of the site. Stormwater generated on the Project site is proposed to be intercepted in inlets in designated landscaped areas within the parking area and discharged into the outlet basin onto riprap to dissipate energy. Flows both from the site and from the Mission Trail culvert would exit the drainage pipe onto riprap in the outlet basin on riprap to dissipate energy and reduce erosion as shown in Figure 9 of this IS/MND. In normal storm events, excess runoff would be released from the outlet basin through an outlet weir and drain toward the Back Basin wetlands. These measures would dissipate energy from storm flows and would prevent erosion or siltation. Final engineering plans for these improvements, including a hydrology and hydraulic study, would be completed as part of the permit process for this Project.

The proposed Project would alter the existing drainage patterns; however, the Project would not alter the course of a stream or river. According to the Draft WQMP, post-development 100-year peak flow would be 1.5% greater than the pre-development condition, which is not significant, and would not substantially increase the rate or amount of surface runoff in a manner that would cause substantial erosion or siltation on-site or off-site.

Based on this information, impacts are considered less than significant from implementation of the Project. No mitigation measures are required.

d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Less Than Significant Impact. Please reference the discussion in Sections a) and c) above, and e) below, of this IS/MND. The Project would not substantially alter the existing drainage pattern of the sites or area or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site. Increased surface runoff would be captured in the on-site detention basin. In normal storm events, excess runoff would outlet from the basin through an outlet weir and drain toward undeveloped areas down gradient from the Project site, similar to in existing baseline conditions.

Based on this information, and with implementation of mitigation measures HWQ-2, HWQ-3, HWQ-4, and HWQ-5, impacts are considered less than significant from implementation of the Project.

e) *Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less Than Significant With Mitigation. The requirements of the urban runoff program for the Santa Ana River Basin require that post- development flows be similar to the pre-development flows. As a result, the

final Project design shall be required to reduce run-off volumes to pre-development levels by a combination of reductions in impervious area, on-site detention, or other methods identified in the Preliminary WQMP, and implemented with the Final WQMP, as approved by the City of Lake Elsinore. This requirement is contained in mitigation measure HWQ-1. With the implementation of mitigation measure HWQ-1, any impacts are considered less than significant. No additional mitigation is required.

f) *Otherwise substantially degrade water quality?*

Less Than Significant With Mitigation. The Project as proposed would not otherwise substantially degrade water quality. On-site stormwater treatment measures, compliance with the requirements of the SWPPP (HWQ-5) during construction and the Final WQMP (HWQ-1) during construction/operation of the Project, and the City's erosion control requirements would ensure that significant water quality impacts and violations of standards and requirements do not occur. With these mitigation measures and standard requirements, any water quality impacts would be less than significant. No additional mitigation measures are required.

g) *Would the Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. The Back Basin of Lake Elsinore is within the 100-year floodplain as mapped on federal flood maps and the majority of the Project site falls within the floodplain in the existing baseline condition. Housing located onsite would be raised out of the floodplain through the import of approximately 38,000 cubic yards of fill excavated from the borrow site. Because the proposed structures would be raised out of the 100-year flood hazard area, no impacts would result related to this threshold and no mitigation is required.

h) *Would the Project place structures or fill within a 100-year flood hazard area, which would impede or redirect flood flows?*

No Impact. No structures would be placed within the floodplain other than the housing units discussed above previously in item g). Any fill applied to the Project site would be excavated from the borrow site, which is also within the 100-year floodplain. Utilizing fill only from within the floodplain prevents reduction of flood storage capacity within the Back Basin. No impacts are anticipated. No mitigation is required.

i) *Would the Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

Less Than Significant Impact. The Project site is located within the high inundation zone of the Railroad Canyon Dam, which is located northwesterly of the site at Canyon Lake. Railroad Canyon Dam is 94 feet high and was constructed in 1928. Its storage capacity is approximately 11,500 acre feet of water. If a catastrophic failure were to occur at the dam, the 11,500 acre-feet of water would flow into the San Jacinto River and the Lake (Lake Elsinore). The extent of the dam inundation zone corresponds with the boundary of the 100-year floodplain.

According to the 1991 Dam Break Analysis for Railroad Canyon Dam, the surface elevation of the Lake varies between 1,240 and 1,260 MSL. The available storage created by this 20-foot difference in water surface elevation is approximately 95,000 acre-feet, which is more than sufficient to accommodate the 12,000 acre-feet stored in Railroad Canyon Dam should a failure occur. During a worst-case scenario (catastrophic failure of the dam), if 12,000 acre-feet of water were discharged into the lake when it is at its highest level of 1,260 feet MSL with no discharge out of the lake and no discharge into the Back Basin, the water surface would reach 1263.4 feet MSL. As discussed above, all habitable structures are required to be constructed outside of the floodplain and each future development would be required to demonstrate no impact to the Lake Management Plan's flood storage volume requirements.

As discussed above under response IX (g), the Project site would be raised out of the 100-year floodplain through the import of fill; therefore, no impacts would result related to this threshold and no mitigation is required.

j) *Inundation by seiche, tsunami, or mudflow?*

Less Than Significant Impact. The Project is not located in an area that is subject to mudflows or tsunamis. A seiche is a standing wave in an enclosed or partially enclosed body of water (similar to the sloshing of water in a bathtub). Seiches have been observed on larger lakes, reservoirs, harbors and bays, and in smaller ocean areas that are substantially surrounded by land (such as the Gulf of California or the Adriatic Sea). In contrast to these larger bodies of water, the Lake is relatively small rectangular lake (less than 2 miles in width and about 3 miles in length). According to the geotechnical report prepared by LOR Geotechnical Group, LLC., for the Project, the maximum wave height related to seiching in the Lake that could reach the Project site is 5.5 feet. Given the low likelihood of this event and the fact that the site would be raised out of the floodplain through the import of fill materials, less than significant impacts are anticipated and no mitigation is required. In addition, it is reasonably foreseeable that additional development will occur between the Project site and the Lake, which will further serve to reduce likelihood of seiche waves reaching the Project site as estimated in the conservative estimates contained in the geotechnical report discussed above.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

HWQ-1 Prior to the approval of the grading permit, the City shall review and approve the Final Water Quality Management Plan as required by the program requirements in effect at that time.

HWQ-2: Prior to issuance of a grading permit, consistency shall be demonstrated with the HEC-5 analysis of the Outlet Channel design with a maximum of 100 year flood elevation of I,263.3 feet MSL, an overflow weir height of 1,261 MSL and an operating lake level of I,240 MSL. Documentation showing consistency with the HEC-5 analysis shall be submitted to the United States Army Corps of Engineers (USACE), Elsinore Valley Municipal Water District (EVMWD), Riverside County Flood Control and Water Conservation District (RCFCDWCD), and these agencies shall provide written approval of the adequacy of such documentation.

HWQ-3: Prior to issuance of a grading permit, a copy of the grading plans shall be submitted to the USACE, the Bureau of Reclamation (as applicable), EVMWD, RCFCWCD for review and approval. The grading plans must demonstrate that 1) the flood storage capacity of 30,735 acre-feet is maintained, 2) adequate

conveyance of the 45-100 year flood events is maintained, and 3) the hydrology necessary to sustain the 365-acre Wetlands Mitigation Area and the Wetland Areas are maintained pursuant to the specification of the Lake Management Plan, as applicable.

HWQ-4: Prior to the issuance of a grading permit, approval shall be secured from the USACE that the proposed Project complies with the conditions of Permit No. 88-00215-RRS and amendments thereto. Project shall also comply with SARWQCB requirements as applicable.

HWQ-5: A Stormwater Pollution Prevention Plan (SWPPP) will be developed for Project ground-disturbing activities since the Project would affect one acre or more. The Project applicant must submit to the SARWQCB a Notice of Intent to be covered by the General Construction Permit before the beginning of construction along with a SWPPP. The SWPPP must include a site map, a description of proposed construction activities, a demonstration of compliance with relevant local ordinances and regulations, and an overview of the BMPs that will be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources.

Sources: City of Lake Elsinore General Plan (City of Lake Elsinore, 2011); Preliminary Water Quality Management Plan (Wilson Mikami Corporation, March 2017); Preliminary Geotechnical and Infiltration Feasibility Investigation (LOR Geotechnical Group, LLC., December 2016); Project Description (VCS Environmental, April 2017); Lake Elsinore General Plan Final Recirculated Program Environmental Impact Report, SCH# 2005121019 (City of Lake Elsinore, 2011); Water Quality Control Plan for the Santa Ana River Basin (8) (State Water Resources Control Board, 1995); Dam Break Analysis and Inundation Mapping for Railroad Canyon Dam (EVMWD, 1991).

X. Land Use Planning

Would the Project:

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

Land Use Planning Discussion

a) *Would the Project physically divide an established community?*

No Impact. The Project site is located between existing residential/commercial development and vacant land. It does not physically divide an established community. No impacts are anticipated and no mitigation is required.

b) *Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

No Impact. During the design review process, the City has determined that the proposed Project is consistent with the General Plan and Specific Plan requirements for the Project site. The City of Lake Elsinore General Plan Land Use Designation for the Project site as "East Lake Specific Plan". The City of Lake Elsinore Zoning Designation is "Low-Medium Density Residential", allowing for a maximum of 75 units on the Project site. The City has processed a density transfer to allow 6 units of additional density to be transferred to the Project site from another site within the East Lake Specific Plan (APN 371-020-001). With the density transfer, there would be no conflicts with land use plans, policies or regulations governing the Project; therefore, there would be no impacts and no mitigation is required.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. See response IV(f) for discussion related to compliance with the MSHCP.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

None required.

Sources: City of Lake Elsinore General Plan (City of Lake Elsinore, 2011), City of Lake Elsinore Municipal Code. East Lake Specific Plan (as amended) (City of Lake Elsinore, 2016).

XI. Mineral Resources				
Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Mineral Resources Discussion

a) Would the Project 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 Impact. The State Mining and Geology Board (SMGB) classifies the Project site, the borrow site, and much of Western Riverside County as Mineral Resource Zone No. 3 (MRZ-3), as shown in Figure 3.12-1 of the City General Plan EIR. MRZ-3 areas contain known mineral deposits that may qualify as mineral resources based on knowledge of economic characteristics of those resources, which is divided into two subcategories. MRZ-3a areas are considered to have a moderate potential for the discovery of economic mineral deposits. MRZ-3b is applied to land where geologic evidence leads to the conclusion that it is plausible that economic mineral deposits are present. No existing mineral resource recovery operations are present and no known mineral resources occur at the Project site or at the borrow site. In addition, the current land-use designations for both sites do not allow for mineral resource recovery activities. Consequently, the Project would not result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state. No impacts are anticipated. No mitigation is required.

b) ***Would the Project 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 Impact. The City's General Plan EIR and the State of California Department of Conservation do not identify the Project site, the borrow site, or adjacent properties as locations containing mineral resources of State-wide, regional, or local significance. No existing mineral resource recovery operations are currently present on the Project site or borrow site. In addition, current zoning and land use designations do not allow for mineral resource recovery operations at either site; thus, implementation of the proposed Project would not result in the loss of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impacts are anticipated. No mitigation is required.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

None required.

Sources: Lake Elsinore General Plan Final Recirculated Program Environmental Impact Report, SCH# 2005121019 (City of Lake Elsinore, 2011).

XII. Noise

Would the Project:

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

Noise Discussion

a) *Would the Project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less than Significant With Mitigation. According to the Noise Study Report (NSR), prepared by A/E Tech in February 2017 and included as Appendix J, the Project's buildings would achieve the required Noise Level Reduction levels for compliance with the City's interior noise level standard; however, at the exterior activity areas (patios and balconies) of the buildings closest to Mission Trail, future traffic noise levels without mitigation would exceed the City's exterior noise standard and land use compatibility limit of 60 decibel (dB) Day-Night Noise Level (Ldn) for residential uses. Implementation of mitigation measures NOI-1 and NOI-2 would ensure that all impacts would be reduced to less than significant.

b) *Would the Project result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?*

Less Than Significant Impact. Operation of the proposed Project would not result in the operation of any known vibration sources. Therefore, impacts from the operation of the proposed Project would be considered less than significant and no mitigation is required.

The nearest sensitive receptors to the Project site consist of single-family residential structures immediately to the north of the site, approximately 150 feet away. Section 17.176.080(G) of the City's Municipal Code restricts the operation of any device that creates a vibration which is above the vibration threshold of any individual at or beyond the property boundary of the source. Since the City's Municipal Code does not provide a quantifiable vibration level, the State Department of Transportation (Caltrans) guidance has been utilized in this assessment. Caltrans guidance defines the threshold of perception from transient sources at 0.25 inch per second peak particle velocity (PPV). The primary source of vibration during construction would be from the operation of a bulldozer. A larger bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest offsite receptor (150 feet away) would be 0.01 inch per second PPV. Given that the vibration level at the nearest offsite receptor would be less than the 0.25 inch per second PPV, impacts would be less than significant and no mitigation is required.

c) *Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Less Than Significant. The NSR identifies potential long-term noise effects of the proposed Project on neighboring noise-sensitive uses as due to increasing vehicular traffic on local roadways. On a daily basis, the Project would increase the 2019 ADT volume on Mission Trail by 377 vehicles. The noise effect of such an increase in daily volumes on the Ldn at locations along the roadway would only be a 0.1 dB increase, an insignificant impact. Therefore, no mitigation is required.

d) *Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Less than Significant. According to the NSR, estimated construction noise levels from the borrow site at exterior areas of the nearest noise-sensitive land uses would be well below the City's daytime noise standard for mobile construction sources. Estimated construction noise levels for the grading and site preparation phases of the Project show that the levels at the nearest backyards within Summerly would also be below the City's daytime noise limit. Noise levels from Project construction would be louder at the exterior of homes along the east side of Mission Trail because there is no shielding from walls; however, the City of Wildomar exempts construction noise from its limits so long as construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, or between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Implementation of the requirements outlined in mitigation measure NOI-3 would minimize annoyance to neighboring noise-sensitive uses and reduce impacts to less than significant levels.

The NSR also shows that increases in traffic noise from Project construction truck traffic and additional vehicle trips by construction workers would not be noticeable at nearby noise-sensitive locations during the construction phase of the proposed Project.

Based on these conclusions from the NSR and implementation of mitigation measure NOI-3, implementation of the Project would not result in a substantial temporary or periodic increase in ambient noise levels.

e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?***

No Impact. The Project site is not located within an airport land use plan or within 2 miles of a public airport and impacts would be less than significant; therefore, no impact.

f) ***For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?***

No Impact. The private airport closest to the Project site is Skylark Airport. Skylark Airport is located at the south end of the Lake (Lake Elsinore), approximately 0.7 mile southwest of the Project site. According to Figure 2.7 of the General Plan, *City of Lake Elsinore Airport Influence Areas*, of the General Plan, the Project site is not located within the Skylark Airport Influence Area and there is no approved airport land use plan for this facility. Due to the residential nature of the proposed Project, no impacts to Skylark Airport operations are anticipated from implementation of the Project. The Project would not result in noise impacts for people residing or working in the Project area. No mitigation measures are required.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

NOI-1: To mitigate noise at first-floor patios and second- and third-floor balconies, each patio and balcony shall be outfitted with 4-foot-high solid fencing on the sides exposed to traffic noise so that residents using these areas would be shielded from traffic noise in a seated position. Installation of smooth surfaces for the building walls enclosing each of these patios or balconies shall be avoided in order to minimize sound buildup within the space due to reflections.

NOI-2: To ensure that the interior sound levels of the future homes within the Project comply with the City's noise criterion, the following conditions should be satisfied:

- Windows and sliding glass doors of homes closest to the traffic and commercial noise sources along the west, east, and north sides of the Project should be mounted in low air infiltration rate frames (0.5 cfm/ft. or less per ANSI specifications).
- Exterior doors of homes closest to the traffic and commercial noise sources along the west, east, and north sides of the Project should be solid core with perimeter weather stripping and threshold seals.

- Air conditioning or mechanical ventilation should be provided for the first row of homes closest to the traffic and commercial noise sources along the west, east, and north sides of the Project to allow occupants to close doors and windows for the required acoustical isolation.
- Roof or attic vents directly facing the traffic and commercial noise sources should be baffled so that sound must take an indirect route when entering the attic space.

NOI-3: Prior to issuance of a grading permit or building permit, the applicant would submit to the City for review and approval, a Construction Management Plan that would include measures to reduce construction noise. The Construction Management Plan shall include:

- Anticipated days of the week and daily working hours for site preparation, grading and construction activities consistent with the Lake Elsinore Municipal Code. Additional time restrictions may be established due to long durations or high intensity of work, as deemed appropriate by the City Engineer.
- Require all fixed and mobile construction equipment be checked, by the contractor or designee, at the start of work and logged weekly to verify proper operating and maintained mufflers.
- Require all stationary noise generating construction equipment and any construction staging areas be located as far as practical from existing residences as demonstrated on the grading and construction plans.
- If impulsive noise generation, such as pile driving or jack-hammers, is necessary close to noise-sensitive users, activity scheduling to minimize off-site impacts, or erection of temporary barriers shall be necessary as determined by the Project specific noise study that verifies compliance with City noise standards.

Sources: Noise Study Report (A/E Tech, 2017), Project Description (VCS Environmental, April 2017); City of Lake Elsinore Municipal Code; City of Lake Elsinore General Plan (City of Lake Elsinore, 2011).

XIII. Population and Housing

Would the Project:

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

Population and Housing Discussion:

a) ***Would the Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

Less Than Significant Impact. The Project would lead to the direct addition of new homes and residents to the City. The existing General Plan designation for the Project site anticipated population growth from the residential uses that would ultimately be constructed on the Project site. The proposed Project would result in an additional increment of area-wide population growth consistent with the General Plan. As a result, Project impacts are considered less than significant and no additional mitigation measures are required.

b) ***Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

and

c) ***Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

No Impact. The Project would be constructed on a vacant lot and would not result in the displacement or demolition of existing housing units or displacement of residents. Therefore, no impacts are associated with Project construction or implementation, and no mitigation is required.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

None required.

Sources: Field Investigation (VCS Environmental, April 2017); Project Description (VCS Environmental, April 2017).

XIV. Public Services	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Public Services Discussion:

a) ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services?***

i) ***Fire protection***

Less Than Significant Impact. The Riverside County Fire Department provides fire protection and safety services to the City. The nearest fire station is Station No. 94, located at 22770 Railroad Canyon Road, east of the I-15 and approximately three miles from the Project site. The Project would participate in the Development Impact Fee Program as adopted by the City of Lake Elsinore to mitigate impacts to fire protection resources. This would provide funding for capital improvements such as land, equipment purchases, and fire station equipment. As a result, the Project would not result in activities that create significant impacts. Any impacts would be considered incremental and can be offset through the payment of the appropriate Development Impact Fee. This is a standard condition, and not considered unique mitigation under CEQA. Impacts are considered less than significant and no additional mitigation is required.

ii) *Police protection*

Less Than Significant Impact. Police protection services are provided by the City's Police Department as part of the Riverside County Sheriff's Department. The nearest sheriff's station is located at 333 Limited Street in the City of Lake Elsinore. Traffic enforcement is provided for Riverside County in this area by the California Highway Patrol with additional support from the local County Sheriff's Department. The Project shall participate in the Development Impact Fee Program as adopted by the City of Lake Elsinore to mitigate impacts to police protection resources. As a result, the Project would not result in activities that create significant impacts. Any impacts would be considered incremental and can be offset through the payment of the appropriate Development Impact Fee. This is a standard condition, and not considered unique mitigation under CEQA. Impacts are considered less than significant and no additional mitigation is required.

iii) *Schools*

Less Than Significant Impact. The Project is residential in nature and would directly increase student enrollment at schools within the Lake Elsinore Unified School District (LEUSD). Based upon its current enrollment pattern, LEUSD has calculated typical student enrollment factors for elementary, middle and high schools within the District. To offset any potential impacts, the Project is required to pay appropriate school fees. These fees, which are considered a standard condition, are payable prior to building permit issuance. After the payment of school mitigation fees, any impacts are considered less than significant. No other mitigation measures are required.

iv) *Parks*

Less Than Significant Impact. Although the Project includes recreational facilities on-site, it would increase the area's permanent population and associated burden on parks in the area, thereby resulting in an increase in the demand for additional parks and recreational facilities. The Project would be required to pay the applicable Park Capital Improvement Fund Fees, which have been established to mitigate impacts from Projects to existing and proposed park facilities. These fees, which are considered a standard condition, are payable prior to building permit issuance. After the payment of Park Capital Improvement Fund fees, any impacts are considered less than significant. No other mitigation is required.

v) *Other public facilities*

Less Than Significant Impact. The Project would permanently increase the local population and would subsequently result in an increase for the demand for other governmental services such as libraries and other community support services commonly provided by the City of Lake Elsinore. The Project would be required to pay City Hall & Public Works fees, Community Center Fees, Marina Facilities Fees, and Animal Shelter Facility Fees. These fees, which are considered standard conditions, are payable prior to building permit issuance. After the payment of these fees, any impacts are considered less than significant. No other mitigation is required.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

None required.

Sources: City of Lake Elsinore General Plan (City of Lake Elsinore, 2011).

XV. Recreation	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Recreation Discussion:

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?***

Less Than Significant Impact. The Project would provide on-site recreational spaces for use by residents within the Project site. Also, the Project would be required to pay applicable Park Capital Improvement Fund fees, which have been established to mitigate impacts to existing and proposed park facilities from development projects. These fees, which are considered a standard condition, are payable prior to building permit issuance. After the payment of Park Capital Improvement Fund fees, any increase in 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 is considered less than a significant impact. No other mitigation is required.

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?***

Less Than Significant Impact. The Project includes recreational amenities that are intended to meet a portion of the recreational demands of the residents. Given that these recreational amenities are part of the Project description and occur within the Project site, all environmental impacts related to these facilities are analyzed as part of this IS/MND. The Project would be required to pay the applicable Park Capital Improvement Fund fees, which have been established to mitigate impacts from Projects to existing and proposed park facilities. Any improvements to existing or proposed offsite recreational facilities would be subject to CEQA if and when proposed by the City or other entities.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES
None required.

Sources: Project Description (VCS Environmental, April 2017).

XVI. Transportation and Traffic

Would the Project:

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

The following technical study was prepared to address issues related to traffic.

- *Traffic Impact Analysis Report, Mission Trail Apartments Project, Lake Elsinore California*, prepared by Linscott, Law, & Greenspan, Engineers, March 2017.

a) Would the Project *conflict with an adopted plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

and

b) *Would the Project conflict with an adopted congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the appropriate congestion management agency for designated roads or highways?*

Less Than Significant With Mitigation.

Construction Stage Impacts

Approximately 53 haul truck trips (6-7 round trips/hour) would be required to transport the dirt fill from the borrow site to the Project site over the span of 60 work days. In addition, approximately 40 construction employee trips per day (20 AM and 20 PM) would be generated. With preparation and implementation of a traffic management plan for the Project as required in mitigation measure TRA-1, impacts would be reduced to less than significant levels.

Operational Stage Impacts

A Traffic Impact Analysis Report (TIA) was prepared for the Project by Linscott, Law and Greenspan, Engineers (March 22, 2017), and is included as Appendix K. The TIA evaluated operating conditions at two key study intersections (Mission Trail at Hidden Trail/Elberta Road and Mission Trail at Olive Street) and one key study roadway segment (Mission Trail between Hidden Trail and Sedco Boulevard). The TIA estimated the trip generation potential of the Project and forecasted near-term operating conditions with the Project. In addition, access and egress to the site was evaluated and design recommendations given.

Under existing traffic conditions, the key study intersections currently operate at acceptable levels of service during the AM and PM peak hours. The results of the intersection capacity analysis indicate that the proposed Project would not impact any of the key study intersections, both of which would continue to operate at acceptable levels of service. In addition, the TIA identified 18 cumulative projects and forecast AM and PM peak hour trips generated by these projects. When the cumulative project trips were combined with the Project traffic, the key study intersections continued to operate at Level of Service A, the highest level.

Under existing traffic conditions, the key roadway segment currently operates at an acceptable level of service. The roadway segment analysis indicated that the proposed Project would not result in an adverse level of service at the key roadway segment. The cumulative analysis revealed that when cumulative project trips were combined with the Project traffic, the key roadway segment operated at Level of Service B, an acceptable level.

Analysis of access and egress forecast that the Project driveway would operate at an unacceptable level of service during the PM peak hour for all traffic conditions. However, the incorporation of mitigation measure TRA-2 would improve the level of service to acceptable and impacts would be reduced to less than significant. No further mitigation is required.

c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact. The Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. No impacts are foreseen; therefore, no mitigation is required related to this threshold.

d) *Would the Project substantially increase hazards due to a design feature (e.g., sharp curves of dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant Impact. The Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The implementation of mitigation measure TRA-2 and compliance with established design criteria contained in the Caltrans Design Manual and other City requirements and standards would ensure that impacts at the entrance intersection are less than significant and that no dangerous design features occur related to the Project's proposed driveway and improvement of the Mission Trail half-width along the Project site boundary. No additional mitigation is required.

e) *Would the Project result in inadequate emergency access?*

No Impact. Access to and from the site would be provided via Mission Trail. On-site circulation has been designed to accommodate emergency vehicles and the Project has no potential to result in inadequate emergency access. No mitigation is required.

f) *Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, pedestrian facilities, or other alternate transportation or otherwise decrease the performance or safety of such facilities?*

No Impact. The General Plan (Figure 2.5, *City of Lake Elsinore Bikeway Plan*) requires that a Class II bikeway be provided along Mission Trail in front of the Project. The Class II bikeway is incorporated into the standard street cross-section for Urban Arterial roadways (Figure 2.2, *City of Lake Elsinore Roadway Cross Sections*). In addition, the Riverside Transit Agency (RTA) Route 8 bus travels along this section of Mission Trail, with the nearest stop at Malaga Road. The Project is not in conflict with these or other transit policies or programs. As a result, no significant impacts are expected and no mitigation is required.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

TRA-1: The Project shall prepare a Traffic Management Plan prior to the start of construction, and the provisions of the Traffic Management Plan shall be implemented prior to, and during construction, as appropriate, to address traffic considerations of pedestrian and bicycle access and safety, and vehicular flow. The objective of the Traffic Management Plan will be to reduce construction related effects to traffic, non-motorized forms of transportation (i.e. bicycle and pedestrians), and existing public transit (i.e. buses) and will include the following:

- Construction detour plans and designated construction truck access routes, including haul trucks;
- Maintain maximum travel lane capacity to the greatest extent possible during construction periods and provide advanced notice to drivers or roadway changes or temporary closures (if needed);
- Coordination with public transit service providers, as necessary;
- Early notification to emergency service providers and area drivers of any road closures or detours and the timeframes of the closures or detours, if any are needed.

TRA-2: Subject to the review and approval of the City of Lake Elsinore, the following Project design features are to be implemented in conjunction with development of the proposed Project to ensure adequate access and egress to the site is provided:

- Mission Trail at Project Driveway: Add a west leg with an eastbound shared left turn/right-turn outbound lane and one inbound lane to the intersection. Install “STOP” sign and “STOP” bar on the eastbound approach. Restripe the northbound approach to provide an exclusive northbound left-turn lane. Improve the southwesterly side of Mission Trail to the ultimate half-width along the Project boundary.

Sources: Traffic Impact Analysis Report (Linscott, Law & Greenspan, March 2017); City of Lake Elsinore General Plan (City of Lake Elsinore, 2011); Noise Study Report (A/E Tech, February 2017).

XVII. Utilities and Service Systems

Would the Project:

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

Utilities and Service Systems Discussion:

a) Would the Project *exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

and

b) Would the Project *require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant Impact. The Project is within the service boundary for the EVMWD, which shall provide water and wastewater service to the Project. Confirmation of Service Letter #2877-0, dated January 16, 2017, indicates that EVWMD has the capacity and intent to service the water and wastewater needs of the Project. The developer would be required to adhere to the District's Development process and pay all applicable fees.

Therefore, the Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities beyond those already planned, programmed, designed, and analyzed pursuant to CEQA by EVMWD. As a result, any potential impacts are considered less than significant. Other than the standard requirements to connect to the District's water supply and wastewater treatment networks and the payment of connection fees, no mitigation is required.

The SARWQCB regulates wastewater discharges within the drainage area around the Lake (Lake Elsinore). The proposed residential Project would connect to the existing wastewater treatment system operated by the EVMWD via existing facilities. The sewer services provided by EVMWD are currently available in Mission Trail adjacent to the Project site and the Project site is within the anticipated service area for the District. The development of the Project is not expected to create any exceedances in wastewater treatment standards. While the Project would contribute an additional increment of wastewater flow to EVMWD's wastewater treatment facilities, the Project would also contribute connection fees to address infrastructure impacts and monthly service charges to address operational impacts. As a result, no significant impacts would result from the Project and no additional mitigation measures are required.

c) *Would the Project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant Impact. The Project would not result in the construction or expansion of new area-wide storm drainage facilities. All new stormwater drainage facilities described herein occur within the Project site and are analyzed as Project impacts in this IS/MND and supporting technical studies. The Project would underground existing flows and new stormwater generated on the site to a detention basin on the west end of the property, which would outlet to adjacent open space areas downstream of the Project site similar to the baseline condition. Stormwater treatment BMPs identified in the Preliminary WQMP (and discussed in in Section IX, Hydrology and Water Quality, of this IS/MND) would treat stormwater generate onsite before conveying these treated flows to the onsite basin. Since no new or

expanded offsite storm drain facilities are proposed, no significant impacts are anticipated and mitigation measures are required.

d) *Would the Project have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?*

Less Than Significant Impact. The Project would create additional demand for potable water supplies; however, this additional increment is considered to be less than significant, as EVWMD has the capacity and intent to service the water and wastewater needs of the Project as discussed above. Other than the standard mandatory connection and services fees and installation of onsite utility infrastructure, no additional mitigation is required.

e) *Would the Project 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?*

Less Than Significant Impact. As described above in response to XVII a) and XVII b), the Project would result in an additional increment of demand for wastewater treatment capacity. According to the coordination conducted to date with EVMWD discussed above, there would be sufficient wastewater treatment capacity to handle the additional increment generated by this Project within the existing system. Because impacts are minor and incremental and EVMWD has confirmed adequate capacity and willingness to serve the Project, Project impacts are considered to be less than significant. Other than the standard mandatory connection and service fees and installation of onsite utility infrastructure, no additional mitigation is required.

f) *Would the Project be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?*

Less Than Significant Impact. The proposed Project would generate demand for solid waste service system capacity and has a potential to contribute to potentially significant cumulative demand impacts on the solid waste system through the need for residential trash disposal. As shown in Table 16, the Project would result in residential units which would impact solid waste disposal services and the capacity of landfill facilities that serve the City. Implementation of the Project would generate an additional 990.63 pounds per day of solid waste, which translates to approximately 181 tons of solid waste per year at buildout. However, pursuant to the Integrated Waste Management Act, the State of California has established 50 percent as the minimum waste reduction rate for all cities. According to the California Department of Resources Recycling and Recovery's "Jurisdictional Profile for City of Lake Elsinore", the City had a diversion rate of 50 percent in 2006. Compliance with State law would result in a minimum of 50 percent of the estimated increase in City's generated solid waste being diverted from landfills.

Table 16: Projected Solid Waste Generation for the Proposed Project

Land Use Designation	Dwelling Units or Square Feet	Solid Waste Generation Factor[1, 2]	Solid Waste Generation (lbs)
Single Family Residential[2]	81 du	12.23 lb/du/day	990.63
		TOTAL ANNUAL	**361,580 (181 tons/year)**

[1] Waste generation rates from California Department of Resources Recycling and Recovery (Cal Recycle), *Estimated Solid Waste Generation Rates* (www.calrecycle.ca.gov/wastechar/wastegenrates/)
[2] Generation rates do not include construction- and demolition-related wastes.

Therefore, the maximum estimated increase in solid waste that would be placed into landfills at Project buildout would be approximately 0.25 tons per day or 91 tons per year, which represents a small fraction of the current combined daily permitted capacity (25,554 tons per day) of all landfills currently serving the City, including El Sobrante, Lamb Canyon, and Badlands landfills. Although buildout of the General Plan would result in an increase in the amount of solid waste that is sent to landfills, the remaining combined capacity at the landfills is sufficient to accommodate buildout of the General Plan.

The Project is not expected to create solid wastes other than typical municipal solid waste consistent with the General Plan expectations for the area. Combined with the City's mandatory source reduction and recycling program, the Project is not forecast to cause any significant adverse impact to the solid waste management system. Impacts, while incremental, are considered less than significant and no additional mitigation is required.

g) *Would the Project comply with federal, state, and local statutes and regulations related to solid waste?*

No Impact. The Project would comply with federal, state, and local statutes and regulations related to solid waste. Please refer above to XVII f). The Project does not any propose activities that would conflict with the any applicable programmatic requirements. In addition, any future development shall 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. As a result, the Project would comply with all of the applicable requirements and there would be no impacts. No additional mitigation measures are required.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES
None required.

Sources: Preliminary Utility Plan (Wilson Mikami Corporation, March 2017); City of Lake Elsinore General Plan (City of Lake Elsinore, 2011); Project Description (VCS Environmental, April 2017); Lake Elsinore General Plan (City of Lake Elsinore, 2011); Lake Elsinore General Plan Final Recirculated Program Environmental Impact Report, SCH# 2005121019 (City of Lake Elsinore, 2011).

XVIII. Mandatory Findings of Significance	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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?	☐	☒	☐	☐

Mandatory Findings of Significance Discussion:

a) ***Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Less Than Significant With Mitigation. As concluded in Section IV, the Project proposes a residential development as well as associated temporary construction impacts (borrow site and temporary haul road), which would collectively result in potentially significant temporary and permanent impacts to Biological Resources, including fish and wildlife species, as well as the vegetation communities and habitats that support them. However, mitigation measures have been identified that would reduce each of the potentially significant impacts related to biological resources to less than significant levels.

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)?***

Less Than Significant With Mitigation. The project would result in several potentially significant project-level impacts in the following areas: Air Quality, Cultural Resources/Tribal Cultural Resources, Geology and

Soils, Hydrology and Water Quality, Noise, and Transportation/Traffic. However, mitigation measures have been identified that would reduce each of these impacts to less than significant.

Standard conditions will also be imposed upon the project, including the payment of fair-share development impact fees, design standards, etc. Other new development projects within the City would also be subject to these requirements.

All other impacts of the project were determined either to have no impact, or to be less than significant without the need for mitigation. Cumulatively, the project would not result in any significant impacts that would substantially combine with impacts of other current or probable future impacts. Therefore, the project, in conjunction with other future development projects, would not result in any cumulatively considerable impacts.

c) *Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less Than Significant With Mitigation. Previous sections of this Initial Study/Mitigated Negative Declaration reviewed the project's potential impacts related to Air Quality, Cultural Resources/Tribal Cultural Resources, Geology and Soils, Hydrology and Water Quality, Noise, and Transportation/Traffic among other environmental issue areas. As concluded in these previous discussions, the project would result in less than significant environmental impacts with implementation of the standard conditions and recommended mitigation measures. Therefore, with implementation of the specified mitigation, the project would cause less than significant adverse effects on human beings.

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References

The supporting technical studies and foundational documents listed below were used in the preparation of the IS/MND.

Air Quality and Greenhouse Gas Analysis in support of the Mission Trail Apartments Project CEQA Environmental Documentation, City of Lake Elsinore, prepared by iLanco Environmental LLC, February 2017. (This document is available for Public Review at the City of Lake Elsinore and is provided as Appendix C of this IS/MND).

Biological Technical Report for the Mission Trail Apartments Project, prepared by VCS Environmental, February 2017. (This document is available for Public Review at the City of Lake Elsinore and is provided as Appendix D of this IS/MND).

City of Lake Elsinore General Plan Update. City of Lake Elsinore. 2011. (This document is available for Public Review at the City of Lake Elsinore).

City of Lake Elsinore General Plan Update Final Recirculated Program EIR. City of Lake Elsinore. December 2011. (This document is available for Public Review at the City of Lake Elsinore).

Cultural and Paleontological Resources Assessment, Mission Trail Apartments Project, Lake Elsinore, Riverside County, California, prepared by Duke Cultural Resources Management, LLC., February 2017. (This document is available for Public Review at the City of Lake Elsinore and is provided as Appendix E of this IS/MND).

Environmental Impact Materials Evaluation, City of Lake Elsinore Property, Malaga Road and Lucerne Street, Lake Elsinore, California, prepared by LOR Geotechnical Group, Inc., March 2017. (This document is available for Public Review at the City of Lake Elsinore and is provided as Appendix H of this IS/MND).

Phase I Environmental Site Assessment, Lake Elsinore Apartments, APN 365-030-001, prepared by LOR Geotechnical Group, Inc., December 2016. (This document is available for Public Review at the City of Lake Elsinore and is provided as Appendix G of this IS/MND).

Preliminary Geotechnical and Infiltration Feasibility Investigation, Proposed Multi-Family Residential Development, APN 365-30-001, Lake Elsinore, California, prepared by LOR Geotechnical Group, Inc., December 2016. (This document is available for Public Review at the City of Lake Elsinore and is provided as Appendix F of this IS/MND).

Noise Study Report, Mission Trail Apartments, prepared by A/E Tech, February 2017. (This document is available for Public Review at the City of Lake Elsinore and is provided as Appendix J of this IS/MND).

Project Specific Water Quality Management Plan, Mission Trail Apartments, prepared by Wilson Mikami Corporation, March 2017. (This document is available for Public Review at the City of Lake Elsinore and is provided as Appendix I of this IS/MND).

Traffic Impact Analysis Report, Mission Trail Apartments Project, Lake Elsinore California, prepared by

Linscott, Law, & Greenspan, Engineers, March 2017. (This document is available for Public Review at the City of Lake Elsinore and is provided as Appendix K of this IS/MND).

Electronic Resources

California Environmental Quality Act (CEQA) Statute and Guidelines. 2017. (This report is available at the following website: http://califaep.org/images/ceqa/statute guidelines/2017/CEQA_Handbook_2017_with_covers.pdf; Accessed April 15, 2017.)

"California Important Farmland Finder." *CA Department of Conservation – Division of Land Resource Protection (DLRP).* CA Department of Conservation, n.d. Web. This report is available at the following website: http://maps.conservation.ca.gov/ciff/ciff.html; Accessed April 15, 2017.)

City of Lake Elsinore. *General Plan Update.* Adopted December 13, 2011. This report is available at the following website: http://www.lake-elsinore.org/city-hall/city-departments/community-development/planning/lake-elsinore-general-plan; Accessed April 15, 2017.)

City of Lake Elsinore Community Development Department. *East Lake Specific Plan Amendments No. 1-10.* 1999-2013. (These documents are available at the following website: http://www.lake-elsinore.org/city-hall/city-departments/community-development/planning/adopted-specific-plans; Accessed April 15, 2017.)

"Map My County – Riverside County." *Riverside County Environmental Maps.* Riverside County Information Technology Department, n.d. Web. (This report is available at the following website: http://mmc.rivcoit.org/MMC_Public/Viewer.html?Viewer=MMC_Public; Accessed April 15, 2017.)

Recycle, California. "Solid Waste Information System (SWIS)." *California Department of Resources Recycling and Recovery (CalRecycle).* Web. (This database is available at the following website: http://www.calrecycle.ca.gov/SWFacilities/Directory/; Accessed April 15, 2017).

Appendix A
Figures

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Appendix A
Figure 1: Project Location Map

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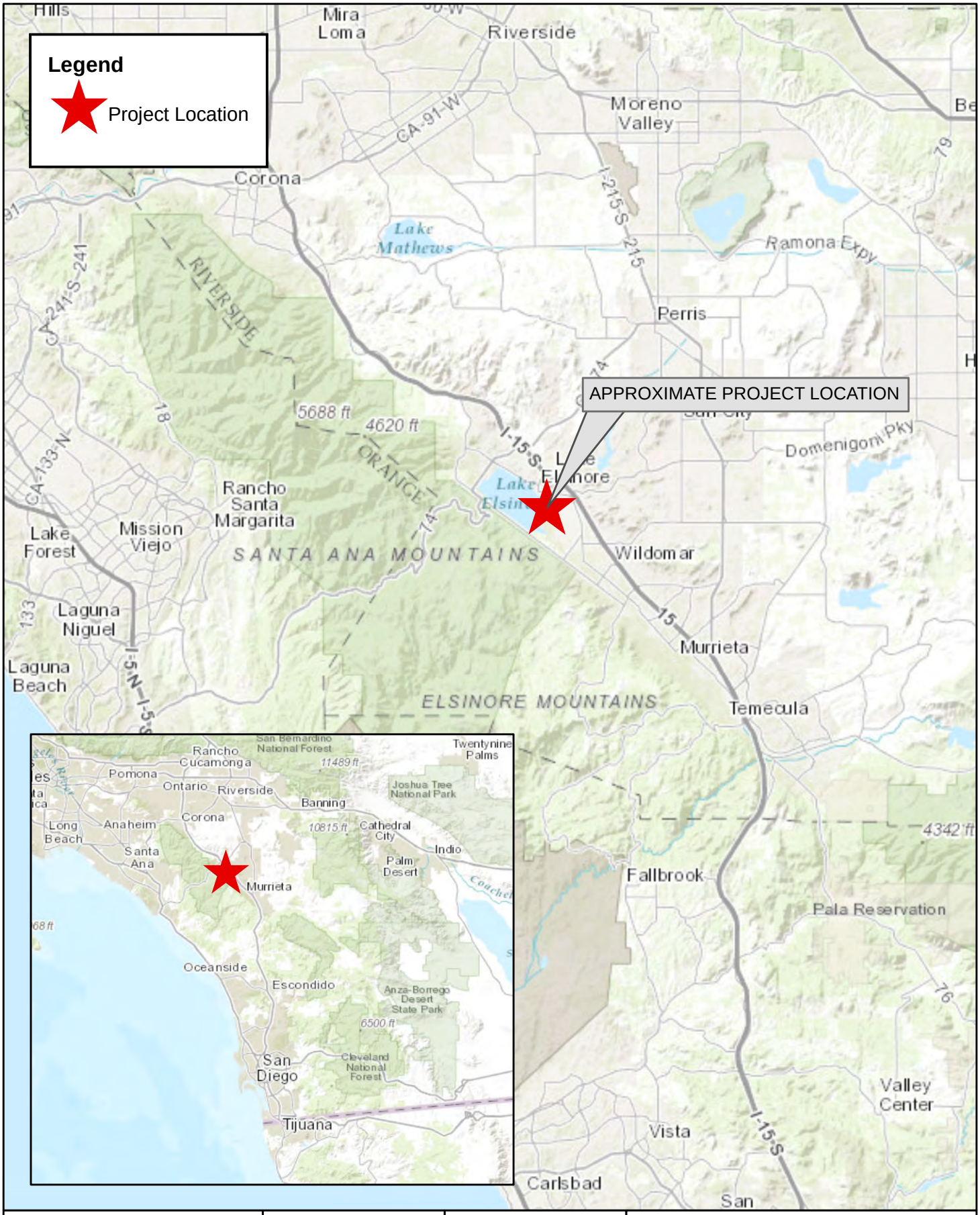

Prepared By:
VCS Environmental

Map Created: JANUARY 2017

0 10,000 20,000 30,000 40,000 Feet
1 inch = 40,000 feet

Data Source: ESRI

LAKE ELSINORE CCR, LLC
MISSION TRAIL APARTMENTS
REGIONAL LOCATION MAP

Figure 1

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Appendix A
Figure 2: Project Vicinity Map

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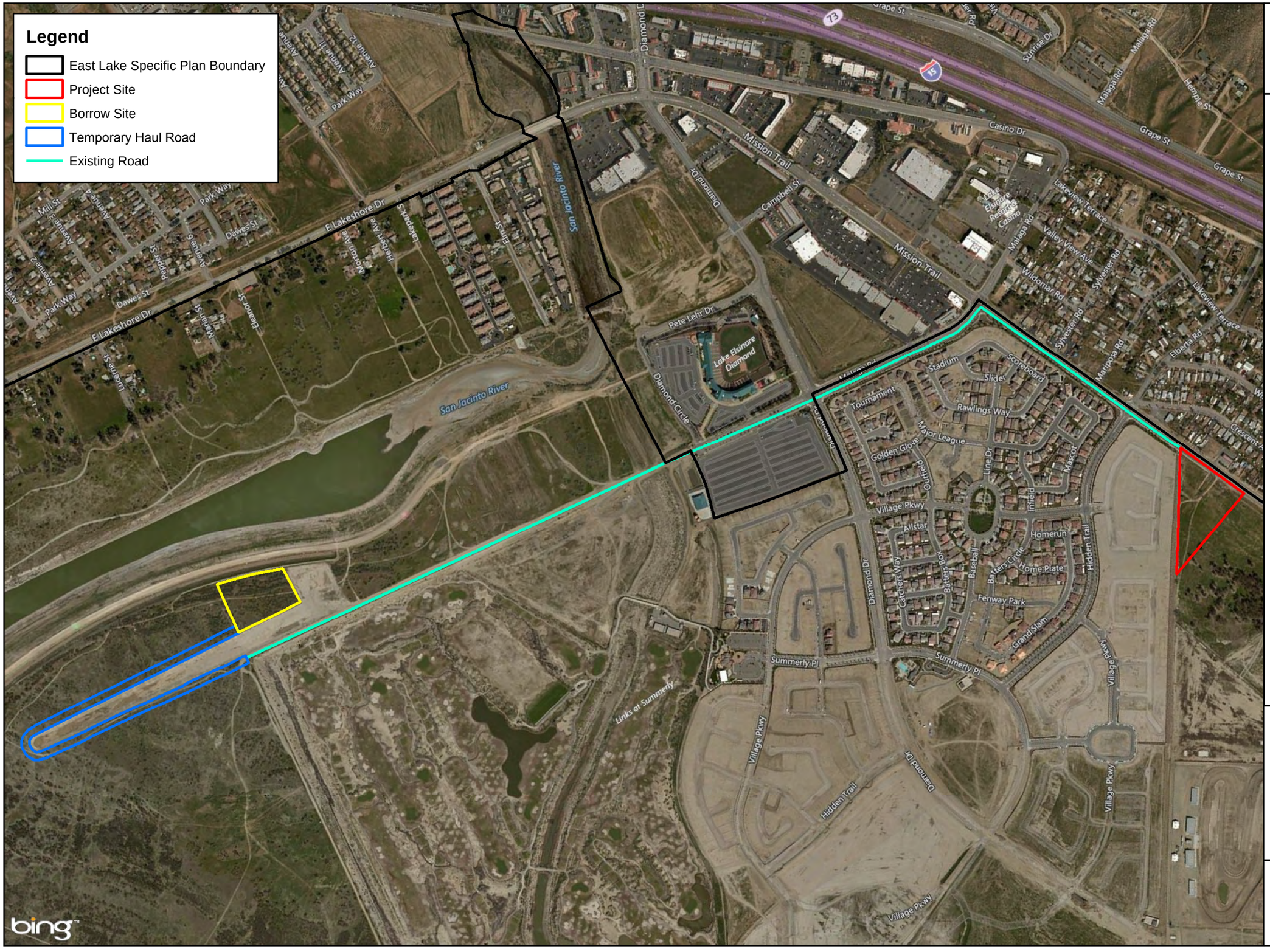

VCS Environmental
EXPERT SOLUTIONS (CEQA-NEPA . Biology . Regulatory

LAKE ELSINORE CCR, LLC.

MISSION TRAIL APARTMENTS

VICINITY MAP OF PROJECT SITE, BORROW SITE AND ACCESS

N
W E
S

0 355 710 1,420

Feet
1 in = 700 ft

Map Date: January 2017
Data Source: BING, City of Lake Elsinore

Figure 2

Appendix A
Figure 3: Site Layout Plan

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PROJECT SUMMARY

PARKING:		UNIT COUNT:		AREA CALCULATIONS:
CARPORT PARKING:	88 SPACES (1.08:1 RATIO)	2 BEDROOM	9 UNITS	TOTAL SITE AREA:
UNCOVERED PARKING:	101 SPACES	3 BEDROOM	72 UNITS	235,401.3 SQFT (5.4 ACRES)
TOTAL PARKING	189 PARKING SPACES (2.33:1 PARKING RATIO)	TOTAL:	81 UNITS 15.1 DU/AC	

2 BEDROOM

3 BEDROOM

LEASE/COMMUNITY/ LAUNDRY

N

C&C Development

MISSION TRAIL APARTMENTS

ARCHITECTURAL SITE PLAN

LAKE ELSINORE, CALIFORNIA

1" = 40'

03.17.2017

IDEArc
ARCHITECTURE + PLANNING

Appendix A
Figure 4: Color and Materials Board

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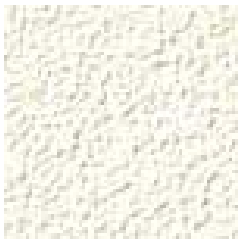
COLOR SCHEME
A1

3815 Red Bluff Blend - Maroon, Mocha, Terracotta Blend, w/Streaks
T24 Ref: .22 Emi: .93 SRI: 23 A.SRI: 22 CRRC: 0918-0089

ROOFING BY: EAGLE

432 Milky Quartz



BODY STUCCO BY: OMEGA
(30/30 FINISH AT SAFARI TAN ON ENTRY SURROUND & COLUMNS)

POCAHONTAS

MIRADOR

TRIM PAINT BY: VISTA

ACCENT PAINT BY: VISTA

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Appendix A
Figure 5: Building Elevations

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1 - FRONT

1 - REAR

BUILDING TYPE 1

FRONT AND REAR ELEVATIONS

MISSION TRAIL APARTMENTS

LAKE ELSINORE, CALIFORNIA

DESIGN DEVELOPMENT

3/16" = 1'-0"

C&C Development

03.17.2017

IDEArc

ARCHITECTURE + PLANNING

1 - RIGHT

1 - LEFT

BUILDING TYPE 1

RIGHT AND LEFT ELEVATIONS

MISSION TRAIL APARTMENTS

LAKE ELSINORE, CALIFORNIA

DESIGN DEVELOPMENT

3/16" = 1'-0"

03.17.2017

C&C Development

IDEArc ARCHITECTURE + PLANNING

2 - FRONT

2 - REAR

BUILDING TYPE 2

FRONT AND REAR ELEVATIONS

MISSION TRAIL APARTMENTS

LAKE ELSINORE, CALIFORNIA

DESIGN DEVELOPMENT

3/16" = 1'-0"

C&C Development

03.17.2017

IDEArc

ARCHITECTURE + PLANNING

2 - RIGHT

2 - LEFT

BUILDING TYPE 2

RIGHT AND LEFT ELEVATIONS

MISSION TRAIL APARTMENTS

LAKE ELSINORE, CALIFORNIA

DESIGN DEVELOPMENT

3/16" = 1'-0"

C&C Development

03.17.2017

IDEArc

ARCHITECTURE + PLANNING

3 - FRONT

3 - REAR

BUILDING TYPE 3

FRONT AND REAR ELEVATIONS

MISSION TRAIL APARTMENTS

LAKE ELSINORE, CALIFORNIA

DESIGN DEVELOPMENT

3/16" = 1'-0"

C&C Development

03.17.2017

IDEArc

ARCHITECTURE + PLANNING

3 - RIGHT

3 - LEFT

BUILDING TYPE 3

RIGHT AND LEFT ELEVATIONS

MISSION TRAIL APARTMENTS

LAKE ELSINORE, CALIFORNIA

DESIGN DEVELOPMENT

3/16" = 1'-0"

C&C Development

03.17.2017

IDEArc

ARCHITECTURE + PLANNING

Appendix A
Figure 6: Wall and Fence Plan

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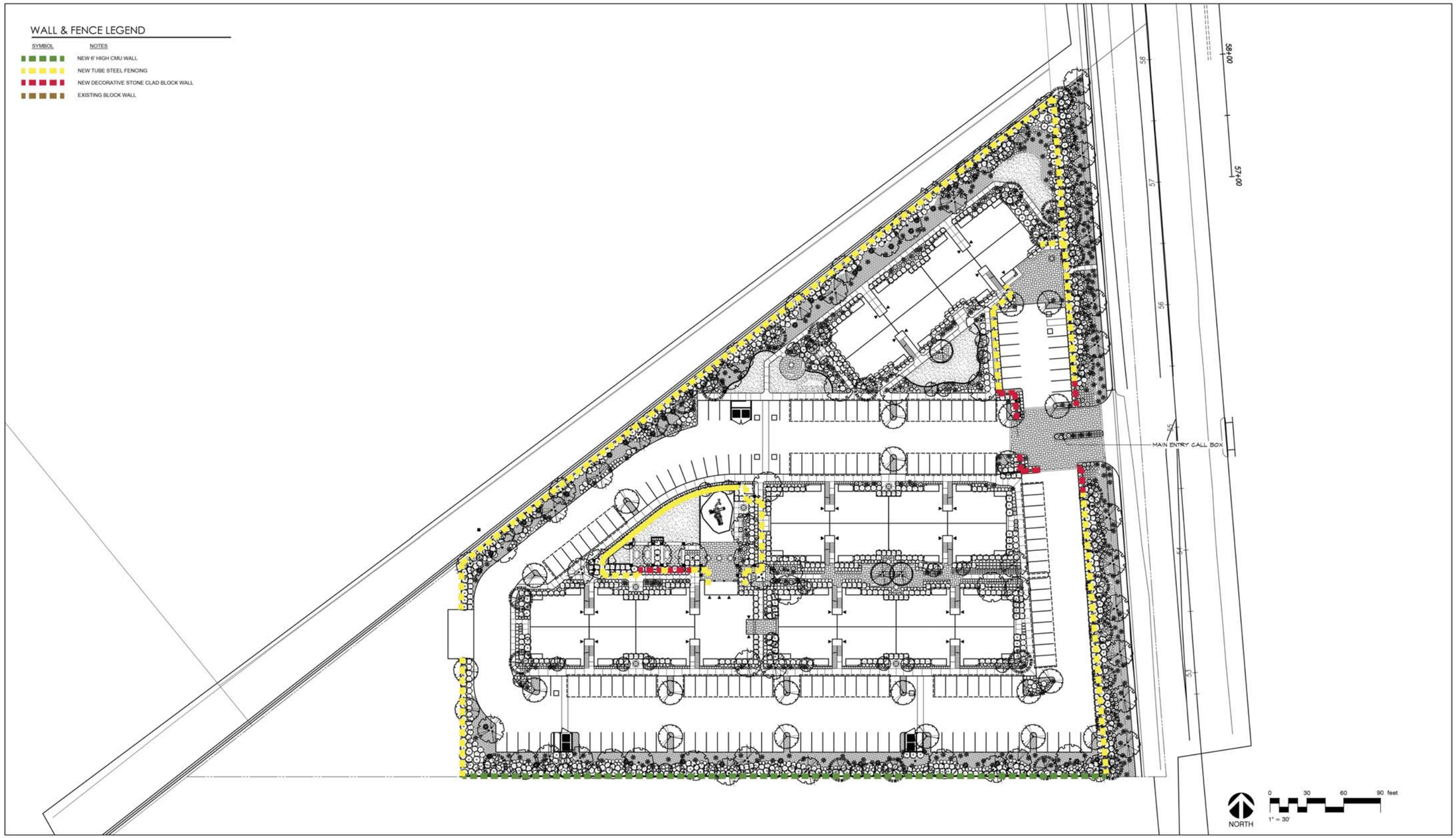
WALL & FENCE LEGEND

SYMBOL	NOTES
	NEW 6' HIGH CMU WALL
	NEW TUBE STEEL FENCING
	NEW DECORATIVE STONE CLAD BLOCK WALL
	EXISTING BLOCK WALL



LANDSCAPE CONCEPT

WALL & FENCE PLAN

MISSION TRAIL APARTMENTS

LAKE ELSINORE, CALIFORNIA

DESIGN DEVELOPMENT

C&C Development

03.17.17

LAND INVENTIONS
LANDSCAPE CONSULTING
8103 E. Woodwind Ave
Orange, CA 92869
(714) 980-0743

Appendix A
Figure 7: Planting and Landscape Plan

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TREE SCHEDULE

TREES	CODE	BOTANICAL NAME / COMMON NAME	CONT	QTY
	CA	Cupaniopsis anacardioides / Carrot Wood	24"box	24
	LM	Lagerstroemia indica `Cherokee Red` / Cherokee Red Crape Myrtle	24"box	23
	MM2	Maytenus boaria / Mayten Tree Multi-Trunk	15 gal	3
	PIN CAN	Pinus canariensis / Canary Island Pine	24"box	32
	PB	Prunus caroliniana `Bright 'N Tight` TM / Bright 'N Tight Carolina Laurel	24"box	20
	QS	Quercus suber / Cork Oak	36"box	23
	RS	Rhus lancea / African Sumac	24"box	1
	SM	Schinus molle / California Pepper	24"box	41

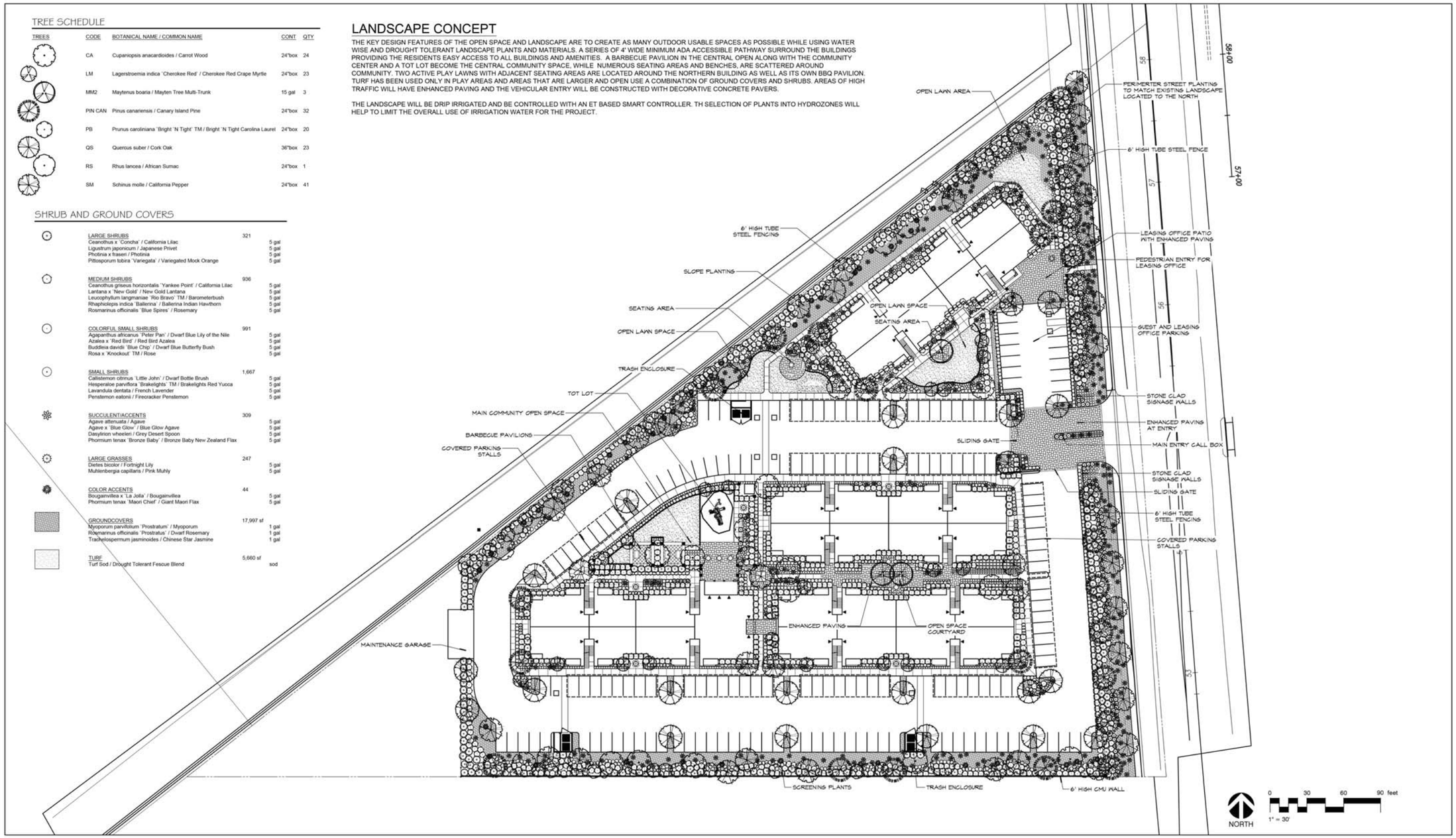
SHRUB AND GROUND COVERS

LARGE SHRUBS	321	
Ceanothus x `Concha` / California Lilac		5 gal
Ligustrum japonicum / Japanese Privet		5 gal
Photinia x fraseri / Photinia		5 gal
Pittosporum tobira `Variegata` / Variegated Mock Orange		5 gal
MEDIUM SHRUBS	936	
Ceanothus griseus horizontalis `Yankee Point` / California Lilac		5 gal
Lantana x `New Gold` / New Gold Lantana		5 gal
Leucophyllum langmaniae `Rio Bravo` TM / Barometerbush		5 gal
Rhaphiolepis indica `Ballerina` / Ballerina Indian Hawthorn		5 gal
Rosmarinus officinalis `Blue Spires` / Rosemary		5 gal
COLORFUL SMALL SHRUBS	991	
Agapanthus africanus `Peter Pan` / Dwarf Blue Lily of the Nile		5 gal
Azalea x `Red Bird` / Red Bird Azalea		5 gal
Buddleia davidi `Blue Chip` / Dwarf Blue Butterfly Bush		5 gal
Rosa x `Knockout` TM / Rose		5 gal
SMALL SHRUBS	1,667	
Callistemon citrinus `Little John` / Dwarf Bottle Brush		5 gal
Hesperaloe parviflora `Brakelights` TM / Brakelights Red Yucca		5 gal
Lavandula dentata / French Lavender		5 gal
Penstemon eatonii / Firecracker Penstemon		5 gal
SUCCULENT/ACCENTS	309	
Agave attenuata / Agave		5 gal
Agave x `Blue Glow` / Blue Glow Agave		5 gal
Dasylirion wheeleri / Grey Desert Spoon		5 gal
Phormium tenax `Bronze Baby` / Bronze Baby New Zealand Flax		5 gal
LARGE GRASSES	247	
Dietes bicolor / Fortnight Lily		5 gal
Muhlenbergia capillaris / Pink Muhly		5 gal
COLOR ACCENTS	44	
Bougainvillea x `La Jolla` / Bougainvillea		5 gal
Phormium tenax `Maori Chief` / Giant Maori Flax		5 gal
GROUNDCOVERS	17,997 sf	
Myoporum parvifolium `Prostratum` / Myoporum		1 gal
Rosmarinus officinalis `Prostratus` / Dwarf Rosemary		1 gal
Trachelospermum jasminoides / Chinese Star Jasmine		1 gal
TURF	5,660 sf	
Turf Sod / Drought Tolerant Fescue Blend		sod

LANDSCAPE CONCEPT

THE KEY DESIGN FEATURES OF THE OPEN SPACE AND LANDSCAPE ARE TO CREATE AS MANY OUTDOOR USABLE SPACES AS POSSIBLE WHILE USING WATER WISE AND DROUGHT TOLERANT LANDSCAPE PLANTS AND MATERIALS. A SERIES OF 4' WIDE MINIMUM ADA ACCESSIBLE PATHWAY SURROUND THE BUILDINGS PROVIDING THE RESIDENTS EASY ACCESS TO ALL BUILDINGS AND AMENITIES. A BARBECUE PAVILION IN THE CENTRAL OPEN ALONG WITH THE COMMUNITY CENTER AND A TOT LOT BECOME THE CENTRAL COMMUNITY SPACE, WHILE NUMEROUS SEATING AREAS AND BENCHES, ARE SCATTERED AROUND COMMUNITY. TWO ACTIVE PLAY LAWNS WITH ADJACENT SEATING AREAS ARE LOCATED AROUND THE NORTHERN BUILDING AS WELL AS ITS OWN BBQ PAVILION. TURF HAS BEEN USED ONLY IN PLAY AREAS AND AREAS THAT ARE LARGER AND OPEN USE A COMBINATION OF GROUND COVERS AND SHRUBS. AREAS OF HIGH TRAFFIC WILL HAVE ENHANCED PAVING AND THE VEHICULAR ENTRY WILL BE CONSTRUCTED WITH DECORATIVE CONCRETE PAVERS.

THE LANDSCAPE WILL BE DRIP IRRIGATED AND BE CONTROLLED WITH AN ET BASED SMART CONTROLLER. TH SELECTION OF PLANTS INTO HYDROZONES WILL HELP TO LIMIT THE OVERALL USE OF IRRIGATION WATER FOR THE PROJECT.



LANDSCAPE CONCEPT

PLANTING & OVERALL PLAN

MISSION TRAIL APARTMENTS

LAKE ELSINORE, CALIFORNIA

DESIGN DEVELOPMENT

03.20.17

C&C Development

LAND INVENTIONS
LANDSCAPE CONSULTING
8103 E. Woodwind Ave
Orange, CA 92869
(714) 980-0743

Appendix A
Figure 8: Open Space Detail Plan

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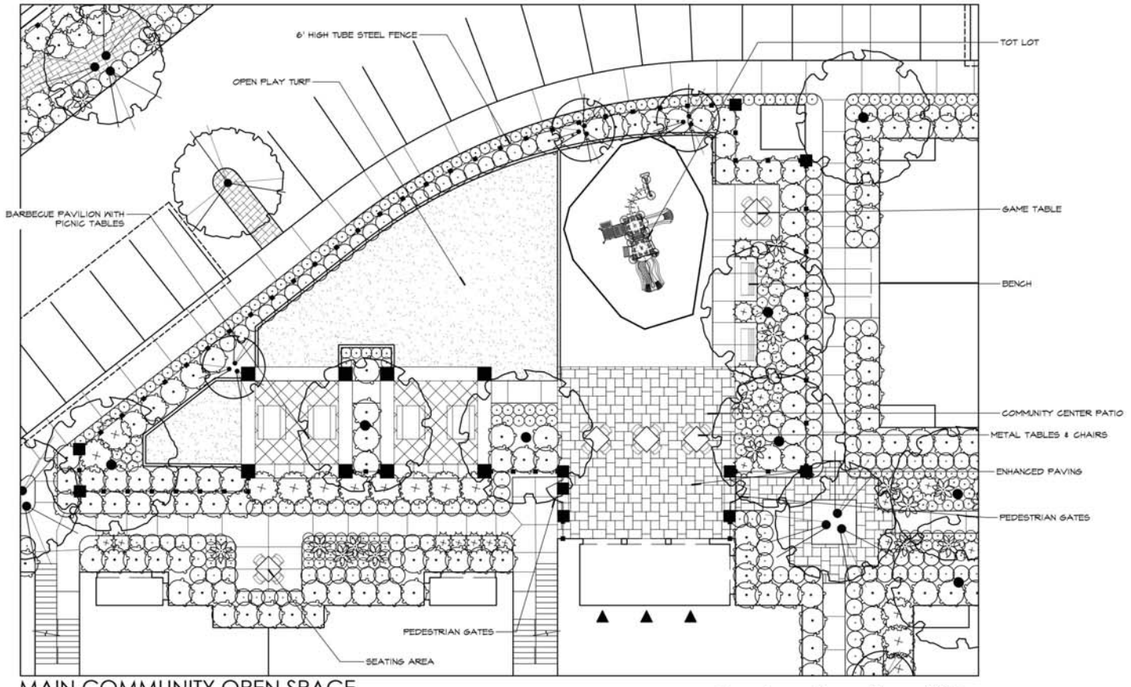
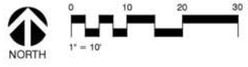
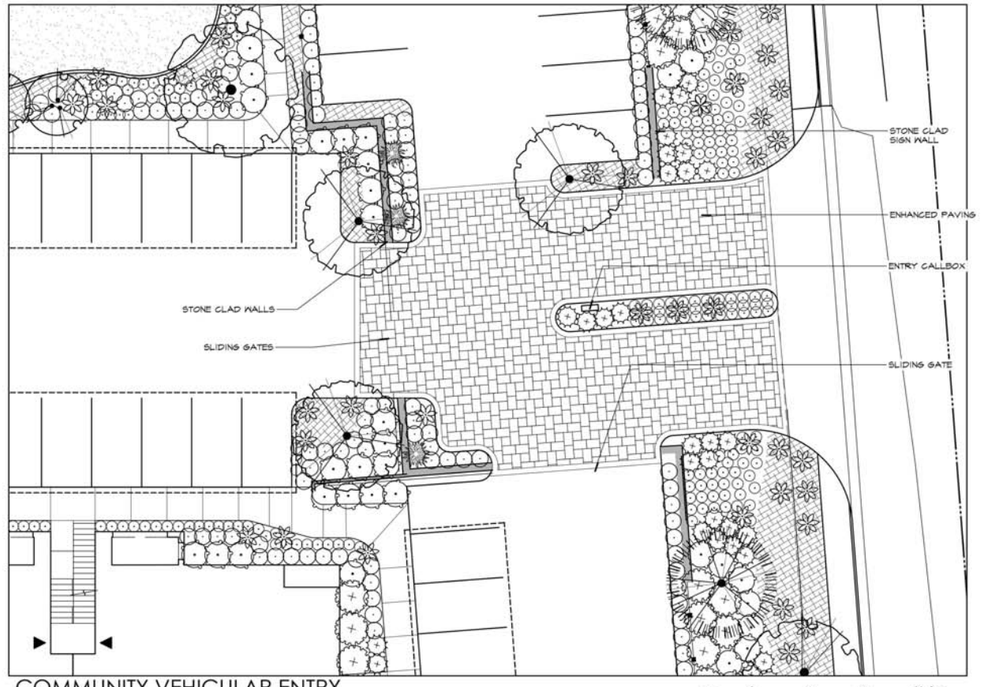
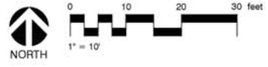


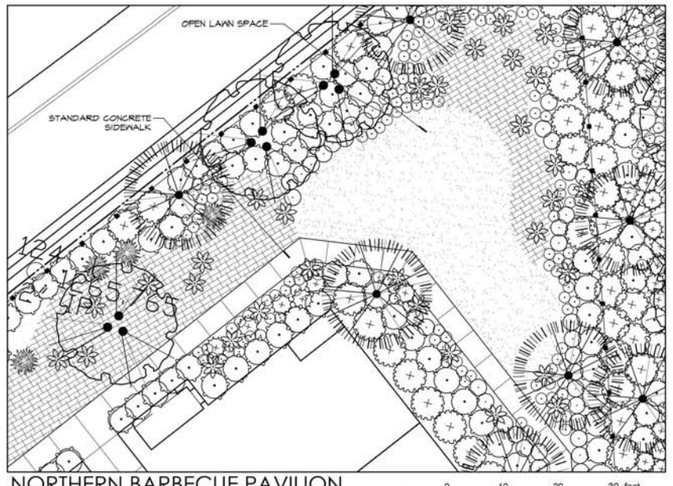
MAIN COMMUNITY OPEN SPACE



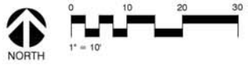


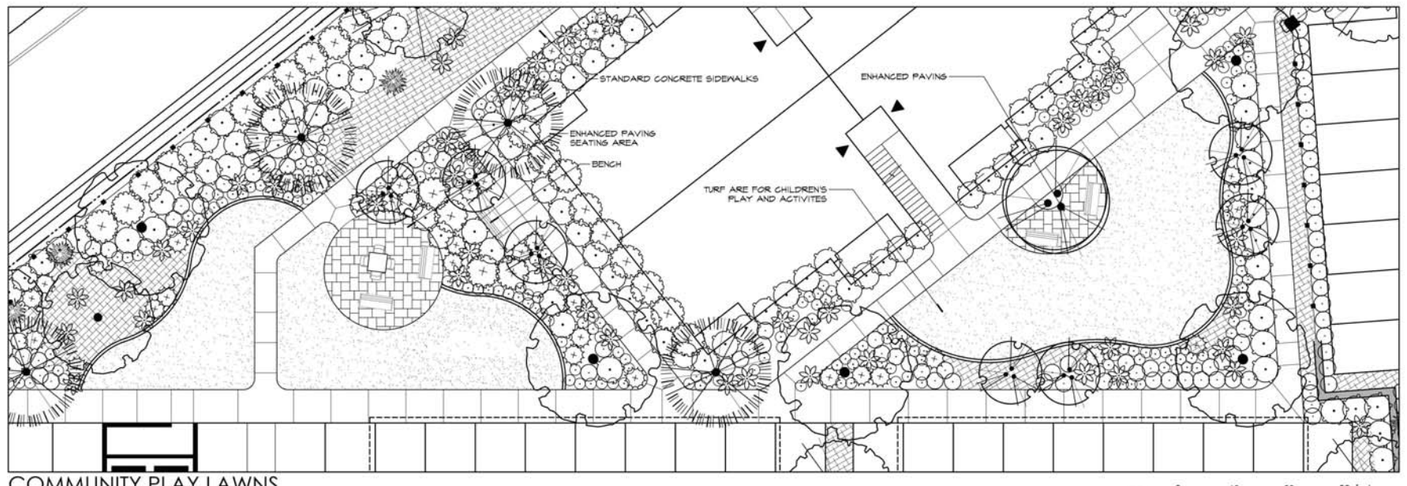
COMMUNITY VEHICULAR ENTRY



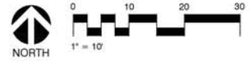


NORTHERN BARBECUE PAVILION





COMMUNITY PLAY LAWNS



LANDSCAPE CONCEPT

OPEN SPACE DETAILS

03.17.17

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MISSION TRAIL APARTMENTS

LAKE ELSINORE, CALIFORNIA

DESIGN DEVELOPMENT

LAND INVENTIONS
LANDSCAPE CONSULTING
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Orange, CA 92869
(714) 980-0743

Appendix A
Figure 9: Preliminary Utility Plan

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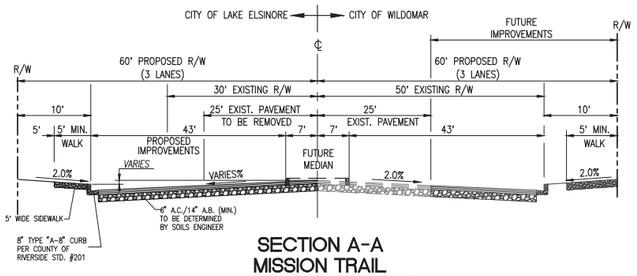
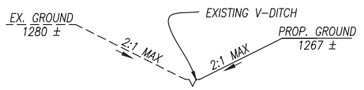


SECTION A-A
MISSION TRAIL
N.T.S



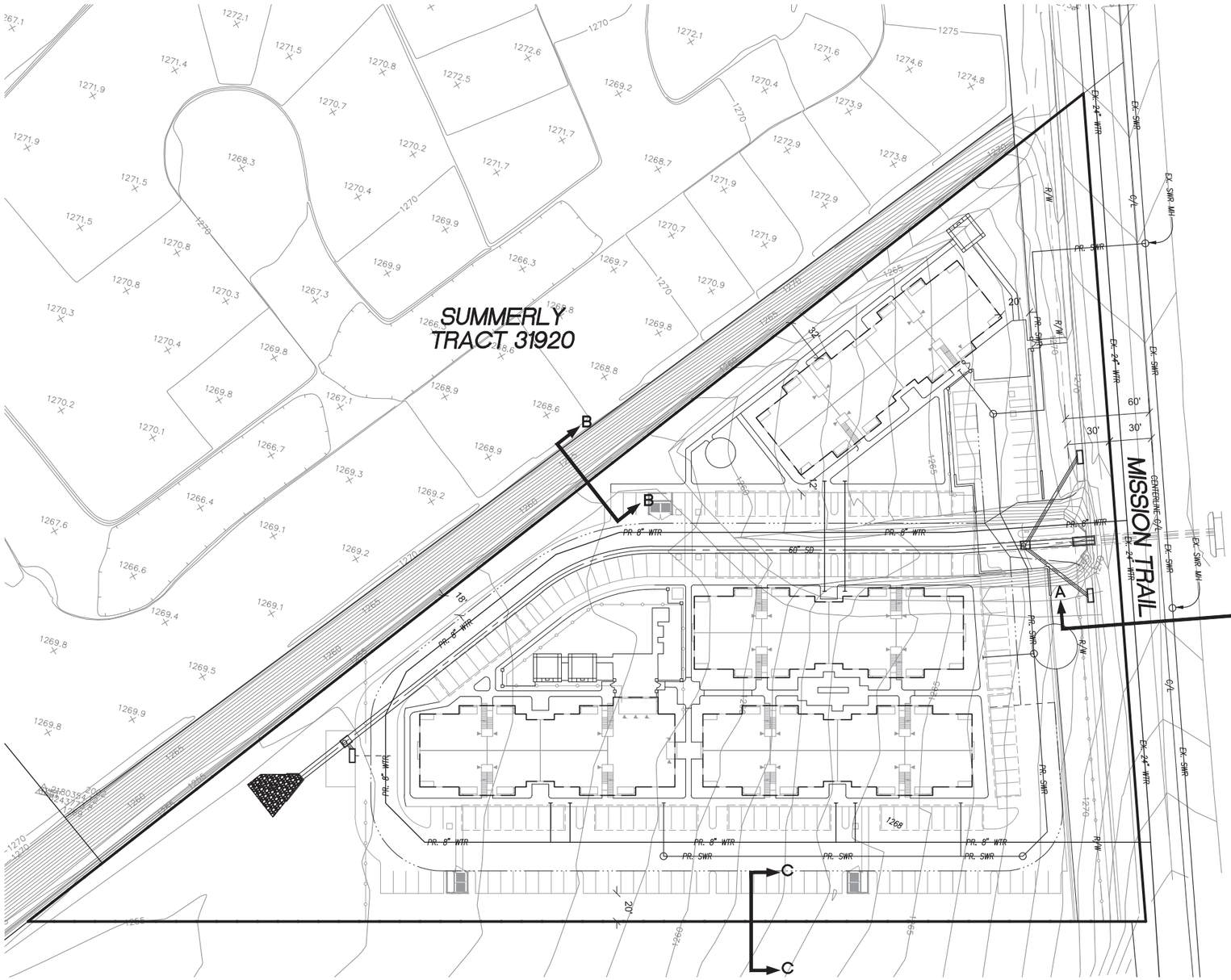
SECTION B-B
N.T.S.

SECTION C-C
N.T.S.

LEGEND

	PROJECT BOUNDARY
	RIGHT OF WAY
	LOT LINE
	TOP & TOE OF SLOPE
1250	PROPOSED CONTOUR
1250	EXISTING CONTOUR
	EXISTING STORM DRAIN
	EXISTING POWER POLE
FF=XXXX.XX	FINISHED FLOOR ELEVATION
PAD=XXXX.X	PAD ELEVATION
2%	SHEET FLOW RATE
	GRADED SWALE
	DIRECTION OF FLOW
	STREET CENTERLINE
100.2 FL	SWALE HIGH POINT
	FLOWLINE
	GRADE BREAK
	RETAINING WALL
	PROPOSED STORM DRAIN

TC	TOP OF CURB
FL	FLOWLINE ELEV.
TG	TOP OF GRATE
GB	GRADE BREAK
FS	FINISH SURFACE
LP	LOW POINT
HP	HIGH POINT
INV.	INVERT OF PIPE



GRAPHIC SCALE

40' 0 20' 40' 80' 160'

(IN FEET)
1 inch = 40' ft.

ESTIMATED EARTHWORK QUANTITIES:

	CUT	FILL
RAW	2,540 C.Y.	37,970 C.Y.
SHRINKAGE(10%±)	(254 C.Y.)	
TOTAL	2,794 C.Y.	37,970 C.Y.

DATE: 02/15/17

NO.	DATE	REVISIONS

DESIGNED BY:
DRAFTED BY:
CHECKED BY:
DATE:

WILSON MIKAMI CORPORATION
9 CORPORATE PARK, SUITE 100
IRVINE, CA 92606
T: 949-679-0090

PRELIMINARY UTILITY PLAN
MISSION TRAIL APARTMENTS
LAKE ELSINORE, CA

PROJECT NO. 10269.00
SHEET 1 OF 1

S:\10269.00\dwg\PREX0007-PRELIM GRADING.dwg

Appendix A
Figure 10: Water Quality Management Plan Treatment Plan

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DMA AREA SUMMARY

DMA AREA	LANDSCAPE AREA (SF)	IMPERVIOUS AREA (SF)	TOTAL AREA (SF)	EFFECTIVE IMPERVIOIUS FRACTION
DMA A (Offsite)	2,634	32,935	35,569	0.926
DMA B	64,658	120,345	185,003	0.651

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type	Effective Impervious Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor
	[A]		[B]	[C]	[A] x [C]
A	35,569	Mixed	0.926	0.77	27,388
B	185,003	Mixed	0.651	0.45	83,251
Totals	220,572				110,639

GRAPHIC SCALE

40' 0 20' 40' 80' 160'

(IN FEET)
1 inch = 40' ft.

LEGEND

- A / 1.00 — DMA ID / AREA (ACRES)
- CDS WATER QUALITY STRUCTURE UNIT BIO-TREATMENT BMP LOCATION
- LANDSCAPE AREA – GRASS/SHRUBS (PERVIOUS)
- PAVEMENT AND BUILDINGS (IMPERVIOUS)
- PROPERTY LINE
- DMA AREAS
- STORM DRAIN AND INLET
- DRAINAGE PATH
- TRASH ENCLOSURE
- STORM DRAIN, (PROPOSED OR EXISTING)
- CATCH BASIN FILTER

DATE: 03/05/17

NO	DATE	REVISIONS

DESIGNED BY:
DRAFTED BY:
CHECKED BY:
DATE:

WILSON MIKAMI CORPORATION
9 CORPORATE PARK, SUITE 100
IRVINE, CA 92606
T: 949-679-0090

PRELIMINARY WQMP SITE PLAN

MISSION TRAIL APARTMENTS
LAKE ELSINORE, CA

PROJECT NO. 10269.00

SHEET 1 OF 1

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Appendix A
Figure 11: Preliminary Grading and Drainage Plan

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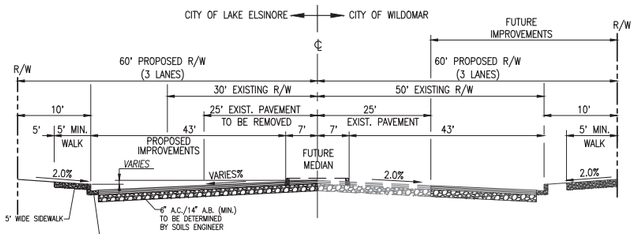
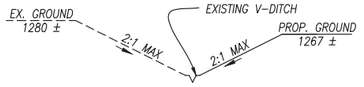


SECTION A-A
MISSION TRAIL
N.T.S



SECTION B-B
N.T.S.

SECTION C-C
N.T.S.

LEGEND

	PROJECT BOUNDARY
	RIGHT OF WAY
	LOT LINE
	TOP & TOE OF SLOPE
1250	PROPOSED CONTOUR
1250	EXISTING CONTOUR
	EXISTING STORM DRAIN
	EXISTING POWER POLE
FF=XXXX.XX	FINISHED FLOOR ELEVATION
PAD=XXXX.X	PAD ELEVATION
2%	SHEET FLOW RATE
	GRADED SWALE
	DIRECTION OF FLOW
	STREET CENTERLINE
100.2 FL	SWALE HIGH POINT
	FLOWLINE
	GRADE BREAK
	RETAINING WALL
	PROPOSED STORM DRAIN
TC	TOP OF CURB
FL	FLOWLINE ELEV.
TG	TOP OF GRATE
GB	GRADE BREAK
FS	FINISH SURFACE
LP	LOW POINT
HP	HIGH POINT
INV.	INVERT OF PIPE

ESTIMATED EARTHWORK QUANTITIES:

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SHRINKAGE(10%±)	(254 C.Y.)	
TOTAL	2,794 C.Y.	37,970 C.Y.

GRAPHIC SCALE

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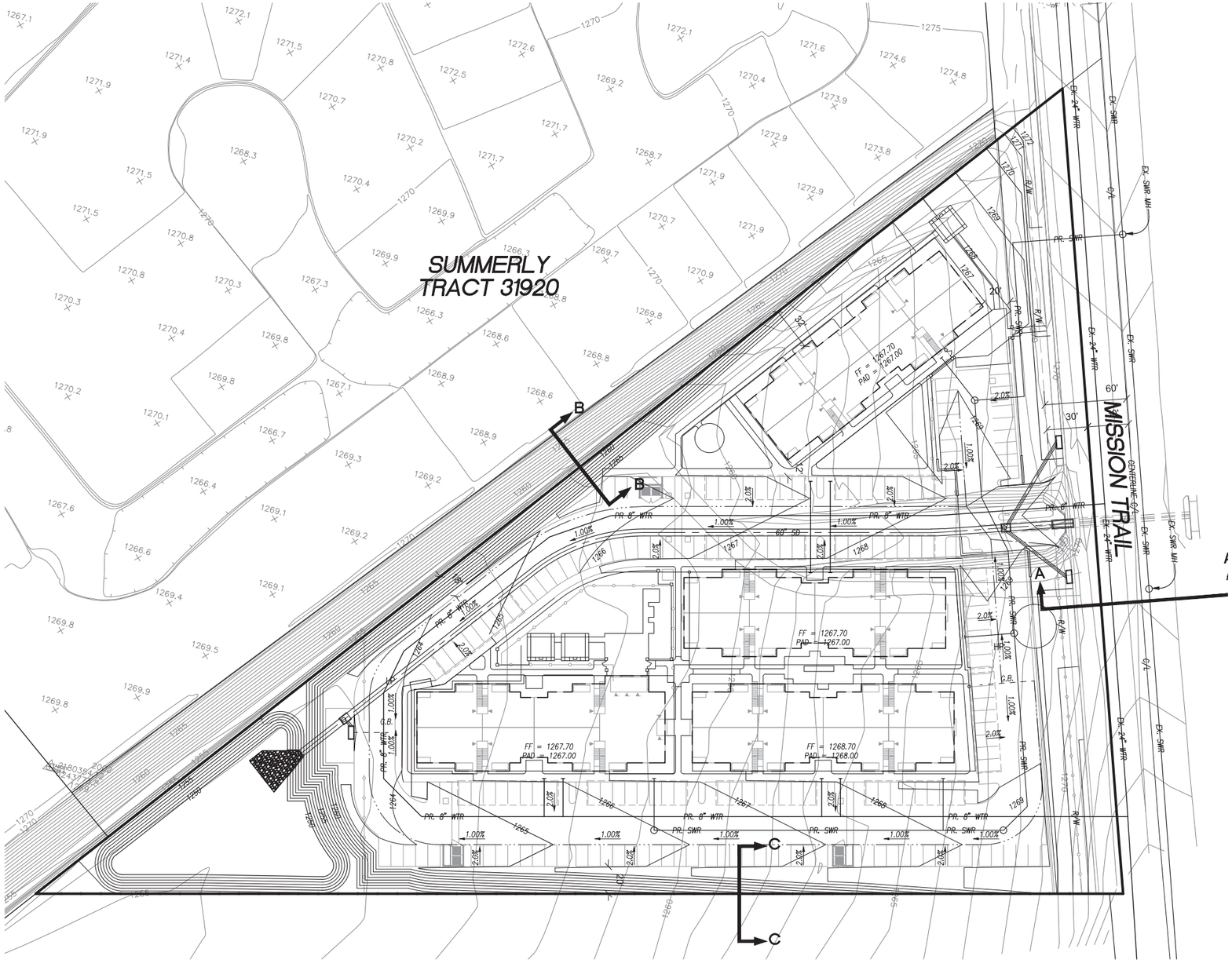

DATE: 01/19/17

NO.	DATE	REVISIONS

DESIGNED BY:
DRAFTED BY:
CHECKED BY:
DATE:

WILSON MIKAMI CORPORATION
9 CORPORATE PARK, SUITE 100
IRVINE, CA 92606
T: 949-679-0090

PRELIMINARY GRADING AND DRAINAGE
MISSION TRAIL APARTMENTS
LAKE ELSINORE, CA

PROJECT NO. 10269.00
SHEET 1 OF 1

S:\10269.00\dwg\PREX0007-PRELIM GRADING.dwg

Appendix A
Figure 12: Vegetation Map

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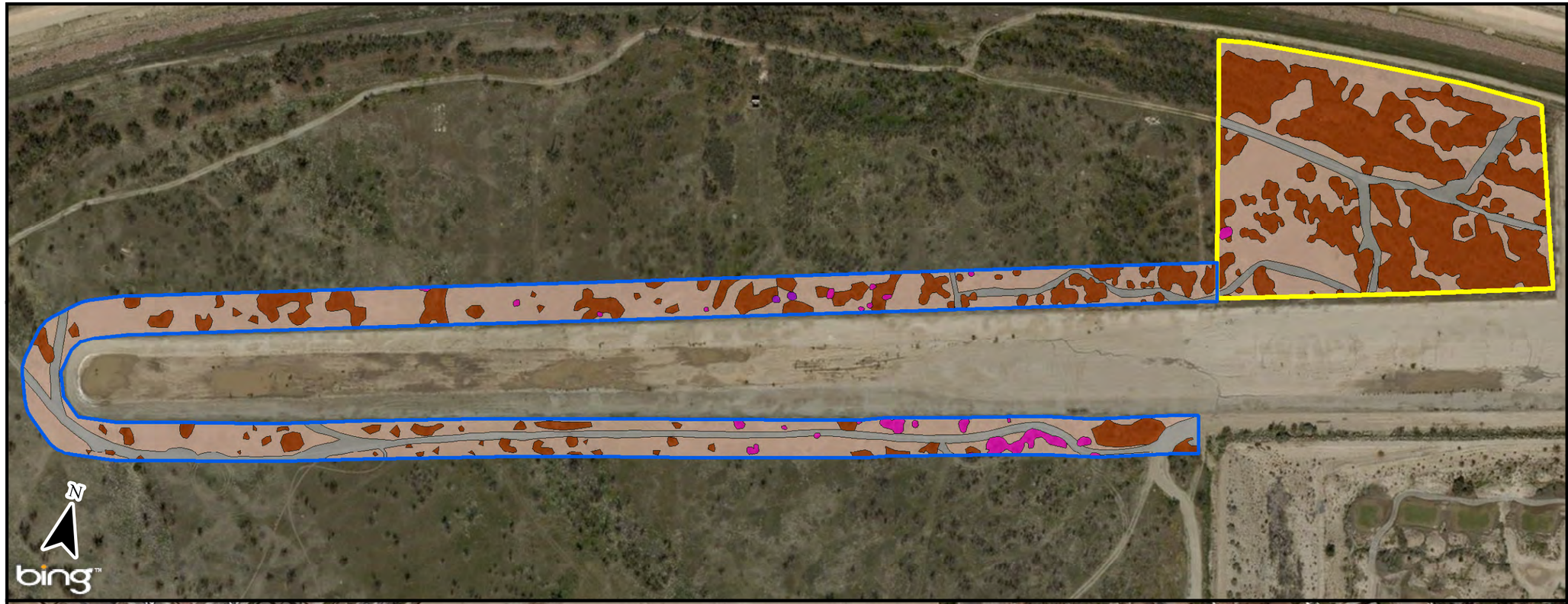
VCS Environmental
EXPERT SOLUTIONS | CEQA-NEPA . Biology . Regulatory

LAKE ELSINORE CCR, LLC

MISSION TRAIL APARTMENTS

VEGETATION MAP



Legend

- Project Site Boundary
- Borrow Site Boundary
- Temporary Haul Road Boundary

Vegetation/Land Cover Type

- Disturbed/Developed
- Mulefat Scrub
- Tamarisk Scrub
- Ornamental Trees
- Ruderal
- Willow Scrub

0 40 80 160 240 320
Feet

1 inch = 180 feet

Map Date: February 2017
Source: BING, City of Lake Elsinore

Figure 4

Appendix A
Figure 13: Critical Habitat Map

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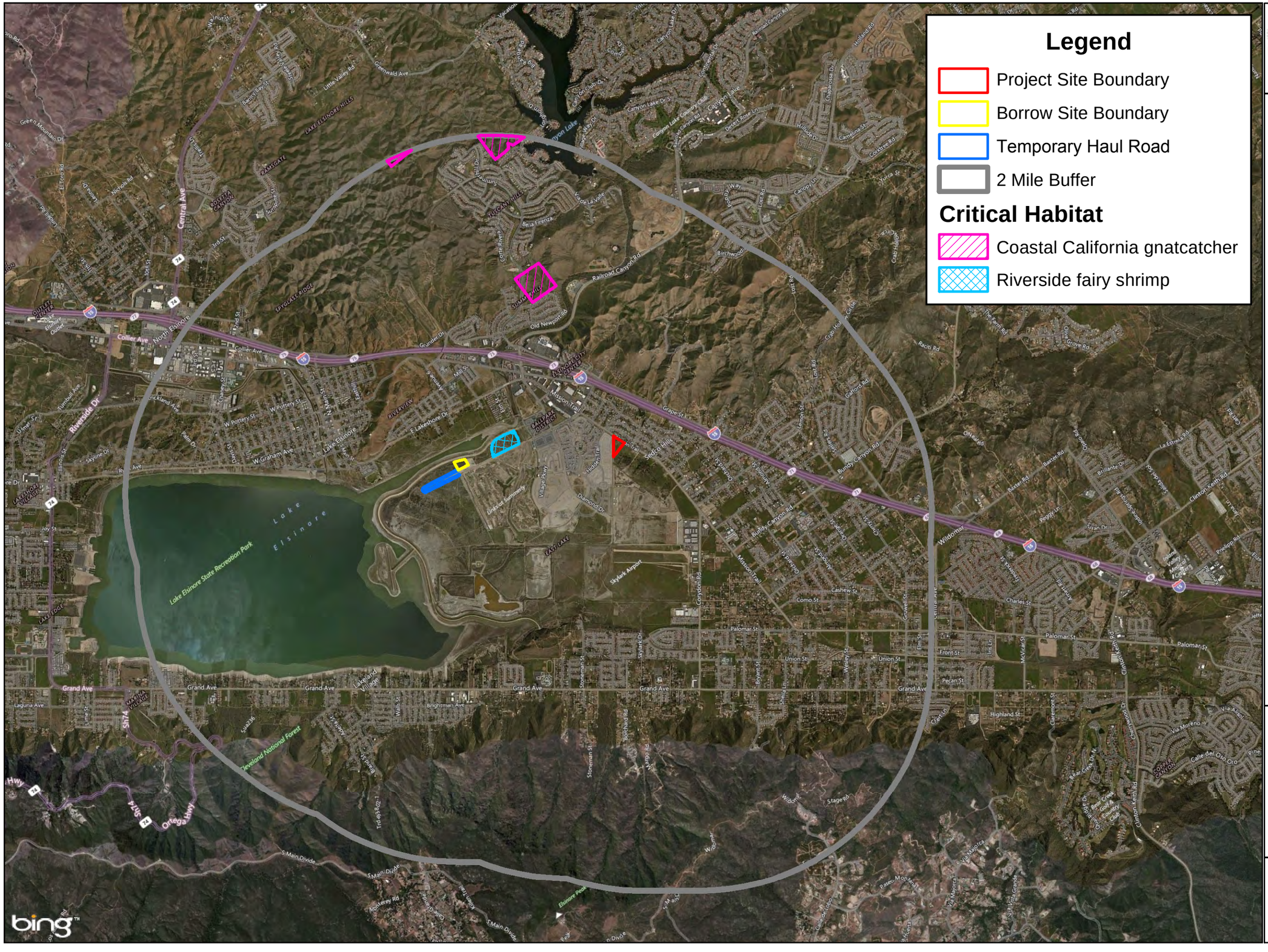

VCS Environmental
EXPERT SOLUTIONS | CEQA-NEPA . Biology . Regulatory

LAKE ELSINORE CCR, LLC

MISSION TRAIL APARTMENTS

CRITICAL HABITAT

N
W
E
S

0 2,100 4,200 6,300 8,400
Feet
1 in = 4,200 ft

Map Date: January 2017
Source: USFWS, Bing

Figure 7

Appendix A
Figure 14: Jurisdictional Waters Map

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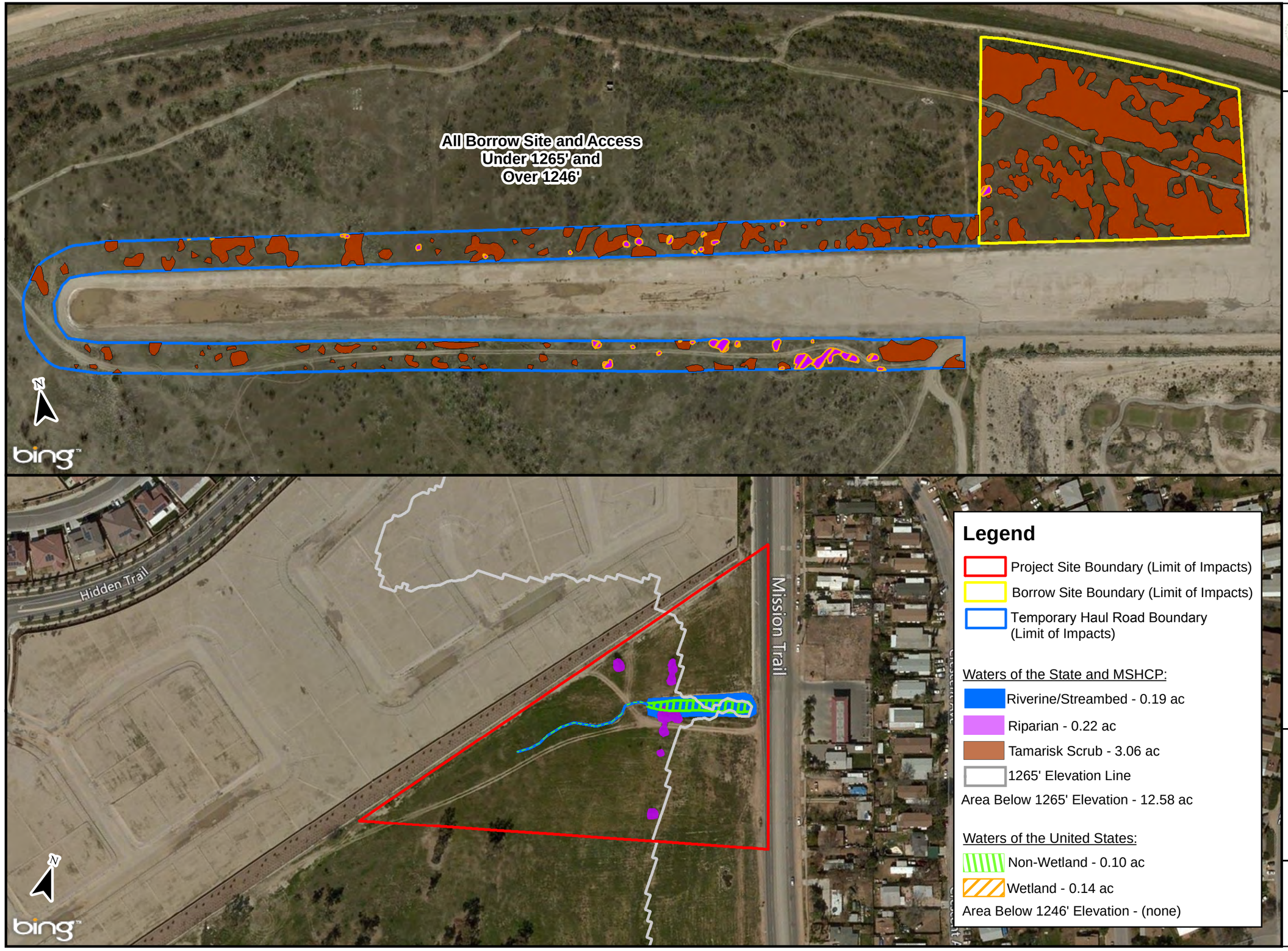

VCS Environmental
EXPERT SOLUTIONS | CEQA-NEPA , Biology , Regulatory

CITY OF LAKE ELSINORE

MISSION TRAIL APARTMENTS

Waters of the State, United States, and MSHCP

0 90 180 270 360
Feet

1 in = 180 ft

Map Date: Feburary 2017
Source: BING, Wilson Mikami, City of Lake Elsinore

Figure 9

Appendix B
Notice of Intent to Adopt a Mitigated Negative Declaration

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NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION
FOR THE MISSION TRAIL APARTMENTS PROJECT

Acting as Lead Agency, the City of Lake Elsinore has prepared an Initial Study and Mitigated Negative Declaration for the Mission Trail Apartments Project. In compliance with Section 15072 of the California Environmental Quality Act (CEQA) Guidelines, the City of Lake Elsinore is publishing this Notice of Intent to announce availability of the Initial Study and Mitigated Negative Declaration, to solicit comments related to the environmental analysis and findings of the Initial Study and Mitigated Negative Declaration, and to provide notice to the public, responsible agencies, and trustee agencies of the City of Lake Elsinore's intent to adopt a mitigated negative declaration for the proposed Project.

"Mitigated Negative Declaration" means that the City has tentatively concluded that although the proposed Project could have a significant effect on the environment, there would not be a significant effect in this case because mitigation measures have been identified and incorporated into this Project and agreed to by the Project proponent. Therefore, the Project would not have a significant effect on the environment. This Project has not been approved or denied. It is being reviewed for environmental impacts only.

PROJECT DESCRIPTION

The Project includes the construction and operation of a new 81-unit multi-family residential community. The Project site is located west of Mission Trail, approximately 500 feet south of Hidden Trail/Elberta Road in the City of Lake Elsinore, Riverside County, California. The Project site is regionally accessible from Interstate 15 at Diamond Drive/Railroad Canyon Road to the north and from I-15 at Bundy Canyon Road to the south. The subject parcel is currently vacant/undeveloped. The Project site is not listed on any lists enumerated under Section 65962.5 of the California Government Code.

PUBLIC AND AGENCY COMMENT

The City wants to know your views and concerns related to the Project. For residents and property owners, the City is interested in your comments and concerns related to the Project. If you are a public agency, please provide specific comments germane to your agency's statutory responsibilities associated with the proposed Project. As a responsible or trustee agency, your agency may need to use the Mitigated Negative Declaration prepared by the City when considering issuance of a permit or other approval related to the Project.

The 30-day public review period for this Project will occur from **April 21 to May 22, 2017**. Due to the time limits mandated by State law, public and agency comments must be sent no later than 30 days after publication of this notice. All comments must be made in writing and received in the Planning Division office no later than **5:00 P.M. on the last day of the public review period (Monday, May 22, 2017).**

Please send your written comments to Mr. Justin Kirk, Principal Planner, City of Lake Elsinore Planning Division, 130 South Main Street, Lake Elsinore, California 92530. Comments may also be sent by e-mail to: jkirk@lake-elsinore.org. Please reference the "Mission Trail Apartments Project" in any correspondence and include your contact information including, name, agency (if applicable), telephone number and email address.

MORE INFORMATION

Copies of the Mitigated Negative Declaration, accompanying Initial Study, and supporting technical studies are on file and may be reviewed at the City's Planning Division counter located in the City Hall at 130 South Main Street in Lake Elsinore. These documents can also be accessed online on the City's website at the following link: http://www.lake-elsinore.org/city-hall/city-departments/community-development/planning/ceqa-documents-available-for-public-review

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APPENDICES C THROUGH D:

The following appendices are available to review in person at the City of Lake Elsinore Planning Division counter and online at the City of Lake Elsinore website (http://www.lake-elsinore.org/city-hall/city-departments/community-development/planning/ceqa-documents-available-for-public-review***).***

Appendix C:
Air Quality and Greenhouse Gas Analysis Technical Report

Appendix D:
Biological Technical Report

Appendix E:
Cultural and Paleontological Resources Assessment

Appendix F:
Preliminary Geotechnical and Infiltration Feasibility Investigation

Appendix G:
Phase I Environmental Site Assessment

Appendix H:
Environmental Impact Materials Evaluation

Appendix I:
Project Specific Water Quality Management Plan

Appendix J:
Noise Study Report

Appendix K:
Traffic Impact Analysis Report

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