# INITIAL STUDY

# &

# MITIGATED NEGATIVE DECLARATION

# FOR THE

# LAKEPOINTE APARTMENTS

Residential Design Review (RDR 2014-05)

Mitigated Negative Declaration (MND 2016-01)

Lead Agency:

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**July 2016**

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# I. INTRODUCTION

## A. PURPOSE.

This document is an Initial Study and Mitigation Negative Declaration (IS/MND), which has been prepared to evaluate the environmental impacts resulting from implementation of a 150-unit multi-family development, on an approximate 8.27-acre site, located northerly of Grand Avenue, southwesterly of Eisenhower Drive, and known as Assessor's Parcel Number 379-090-022 ("Project"). Reference Figure 1, *Vicinity Map*.

One (1) application has been submitted to the City of Lake Elsinore in association with the Project:

- Residential Design Review (RDR 2014-05).

## B. CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS.

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

According to Section 15065(a), *Mandatory Findings of Significance*, of the State CEQA Guidelines, an EIR is deemed appropriate for a particular proposal if 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), *Decision to Prepare a Negative of Mitigated Negative Declaration*, of the State CEQA Guidelines, a Negative Declaration is deemed appropriate if initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment.

According to Section 15070(b), *Decision to Prepare a Negative of Mitigated Negative Declaration*, of the State CEQA Guidelines, 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 will result in potentially significant environmental impacts; however, mitigation measures are proposed that will reduce any potentially significant impact to less than significance levels. As such, a MND is deemed as the appropriate document to provide 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, as amended (California Code of Regulations, Title 14, Chapter 3, Section 15000, et. seq.); applicable requirements of the City of Lake Elsinore; and the regulations, requirements, and procedures of any other responsible public agency or an agency with jurisdiction by law.

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

## C. INTENDED USES OF INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION.

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

The Notice of Availability and Intent to Adopt prepared for the MND will be circulated for a period of 30 days for public and agency review. Comments received on the document will be considered by the Lead Agency before it acts on the proposed applications.

## D. CONTENTS OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION.

This IS/MND is organized to facilitate a basic understanding of the existing setting and environmental implications of the proposed applications.

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

**II. PROJECT DESCRIPTION** describes the Project, a description of discretionary approvals and permits required for Project implementation is also included.

**III. ENVIRONMENTAL CHECKLIST FORM** contains the City's Environmental Checklist Form. The checklist form presents the results of the environmental evaluation for the Project and those issue areas that would have either a significant impact, potentially significant impact, or no impact.

**IV. ENVIRONMENTAL ANALYSIS** evaluates each response provided in the environmental checklist form. Each response checked in the checklist form is discussed and supported with sufficient data and

analysis. As appropriate, each response discussion describes and identifies specific impacts anticipated with Project implementation. In this section, mitigation measures are also recommended, as appropriate, to reduce adverse impacts to levels of less than significance. This Section also includes the Mandatory Findings of Significance, in accordance with Section 15065, *Mandatory Findings of Significance*, of the State CEQA Guidelines.

**V. PERSONS AND ORGANIZATIONS CONSULTED** identifies those persons consulted and involved in preparation of this IS/MND.

## E. SCOPE OF ENVIRONMENTAL ANALYSIS.

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

- **No Impact:** A "No Impact" response is adequately supported if the referenced information sources show that the impact simply does not apply as a result of implementation of the Project.
- **Less Than Significant Impact:** Development associated with Project implementation will have the potential to impact the environment. These impacts, however, will be less than the levels of thresholds that are considered significant and no additional analysis is required.
- **Less Than Significant With Mitigation Incorporated:** This applies where incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The Lead Agency must describe the mitigation measures, and explain how the measures reduce the effect to a less than significant level.
- **Potentially Significant Impact:** Future implementation will have impacts that are considered significant and additional analysis and possibly an EIR are required to identify mitigation measures that could reduce these impacts to less than significant levels.

This environmental document evaluates impacts resulting from the implementation of the Project during the construction and operational phases.

Regarding mitigation measures, it is not the intent of this document to "overlap" or restate conditions of approval or standard Project design features that are established for the Project. Additionally, those other standard requirements and regulations that any development must comply with, that are outside the City's jurisdiction, are also not considered mitigation measures and therefore, may or may not be identified in this document.

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

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.

### a) Tiered Documents.

As permitted in Section 15152(a), *Tiering*, of the State 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*" (adopted in 2011) 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 (*City of Lake Elsinore General Plan Update Final EIR*) cannot adequately address, may occur for certain issue areas. This IS/MND evaluates each of those specific environmental issue area sand will rely upon analysis contained within the *City of Lake Elsinore General Plan Update Final EIR* (General Plan EIR) with respect to remaining issue areas.

Tiering also allows this document to comply with Section 15152(b), *Tiering*, of the State 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."

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

"Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to effects which:

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

### 2. Incorporation By Reference.

Incorporation by reference is a procedure for reducing the size of EIRs and is most appropriate for including long, descriptive, or technical materials that provide general background information, but do not contribute directly to the specific analysis of the project itself. This procedure is particularly

useful when an EIR or Negative Declaration relies on a broadly-drafted EIR for its evaluation of cumulative impacts of related projects (*Las Virgenes Homeowners Federation v. County of Los Angeles* [1986, 177 Ca.3d 300]). If an EIR or Negative Declaration relies on information from a supporting study that is available to the public, the EIR or Negative Declaration cannot be deemed unsupported by evidence or analysis (*San Francisco Ecology Center v. City and County of San Francisco* [1975, 48 Ca.3d 584, 595]). This document incorporates by reference the document from which it is tiered, the General Plan EIR, prepared in 2011.

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

- The incorporated document must be available to the public or be a matter of public record (State CEQA Guidelines Section 15150[a]), *Incorporation By Reference.* The General Plan EIR shall be made 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 (State CEQA Guidelines Section 15150[b]), *Incorporation By Reference.* 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 (State CEQA Guidelines Section 15150[c]), *Incorporation By Reference.* 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 (State CEQA Guidelines Section 15150[d]), *Incorporation By Reference.* The State Clearinghouse Number for the General Plan EIR is 2005121019.
- The material to be incorporated in this document will include general background information (State CEQA Guidelines Section 15150[f]), *Incorporation By Reference.*

## G. TECHNICAL STUDIES.

The following technical studies were prepared for the Project and are available on the CD located in a pocket at the back of this IS/MND:

- *Air Quality and GHG Emissions Impact Analysis, Lakepointe Apartments Project, City of Lake Elsinore,* prepared by Vista Environmental, November 19, 2015.
- *Geotechnical Investigation and Liquefaction Evaluation. Proposed Multi-Family Residential Development, Riverside Drive SW of Eisenhower Drive. Lake Elsinore. California,* prepared by Southern California Geotechnical, December 8, 2005.
- *Phase I Environmental Site Assessment Proposed Multi-Family Residential Development Riverside Drive, southwest of Eisenhower Drive Lake Elsinore, California,* prepared by Southern California Geotechnical, January 3, 2006.
- *Project Specific Water Quality Management Plan, Lakepointe Apartments,* prepared by MLB Engineering, January 12, 2016.
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- *Traffic Impact Analysis, Lakeshore Pointe, Lake Elsinore California,* prepared by Infrastructure Group, Inc., October 22, 2015.

# II. PROJECT DESCRIPTION

## A. PROJECT LOCATION AND SETTING.

The Project site is generally located northerly of Grand Avenue, southwesterly of Eisenhower Drive, adjacent to Lakeside High School. Refer to Figure 1, *Vicinity Map*. The site is contained within portions of Sections 11, 2, and 3, Township 6 South and Range 5 West of the United States Geological Survey (USGS) Topographic Map, 7.5 Minute Series, Alberhill, California Quadrangle and known as Assessor's Parcel Number 379-090-022.

The proposed Project site totals approximately 8.27 acres. The proposed Project site is located west of Riverside Drive and north of Grand Avenue and Lakeside High School. It is bordered on the west by vacant land, and on the north by a small commercial center. There is a single-family development west of the vacant land and north of the commercial center.

The proposed Project site has elevations ranging from about 1,268 - 1,284 feet above mean sea level (MSL). An unimproved dirt road trending roughly northwest/southeast traverses the Project site from Riverside Drive to the northwesterly adjacent residential neighborhood. A small walnut grove is present in the north corner of the Project site. The ground surface cover consists of exposed soil with moderate native grass and weed growth over the majority of the Project site and exposed soil with sparse native grass and weed growth in the walnut grove area. There are no water resources on the proposed Project site; however, it is approximately 0.26 miles west of Lake Elsinore, across Riverside Drive.

## B. PROJECT DESCRIPTION

### 1. Introduction

Lakeside Pointe, LLC (Project proponent) is proposing to implement a 150-unit multi-family Project with associated recreational amenities – tot lot, swimming pool, and clubhouse on an approximate 8.27-acre site, located within the City of Lake Elsinore, western Riverside County, California. Residential Design Review 2014-05 allows for 150 multi-family units, associated landscaping, parking, as well as recreational uses on the entire approximately 8.27-acre proposed Project site, for an overall Project density of approximately 18.14 dwelling units per acre. A more detailed Project description is provided in the following text.

### 2. Residential Design Review (RDR 2014-05)

The City of Lake Elsinore has deemed a quality physical environment as being necessary for the protection of the public's health, safety and welfare and has therefore enacted Chapter 17.184, *Design Review*, of the City's Municipal Code in order to establish a design review process for development proposals and design concepts in order to ensure that new development, or the alteration of existing development, occurs in a manner which enhances the character and quality of surrounding properties and that the scale, special relationships and architectural treatment of structures including materials, colors, and design, visually contribute to the area and environment in which they are located. The design review process is also intended to apply to the ancillary elements of projects such as signs and landscaping in order to ensure that the overall development maintains the same integrity of design as approved for the primary structure(s).

### 3. Overall Description

A total of 150 units are proposed within ten (10) individual buildings. The proposed Project will be a gated complex. Access to the proposed Project will be via the proposed street on the north side of the Project site, which will be a cul-de-sac. A secondary, gated emergency access will be provided on the west side of the Project

site, exiting onto Riverside Drive. A drive lane is proposed in the middle of the proposed Project and the units will encircle the central parking areas. All structures will be internal to the proposed Project site. There will be ten residential buildings total. Buildings will range from 8,986 square feet (sq. ft.) to 22,100 sq. ft. Refer to Figure 2, *Residential Design Review 2014-05 Site Plan.*

The building/unit breakdowns are as follows:

| Building Number | Square Feet | 1 Bedroom Units | 2 Bedroom Units | 3 Bedroom Units | Total Units |
|---|---|---|---|---|---|
| 1 | 22,100 | 18 | 0 | 4 | 22 |
| 2 | 17,276 | 8 | 0 | 8 | 16 |
| 3 | 17,276 | 8 | 0 | 8 | 16 |
| 4 | 8,986 | 0 | 8 | 0 | 8 |
| 5 | 17,921 | 0 | 16 | 0 | 16 |
| 6 | 17,921 | 0 | 16 | 0 | 16 |
| 7 | 17,921 | 0 | 16 | 0 | 16 |
| 8 | 15,975 | 0 | 8 | 8 | 16 |
| 9 | 17,921 | 0 | 16 | 0 | 16 |
| 10 | 8,986 | 0 | 8 | 0 | 8 |
| **Totals** | **162,283** | **34** | **88** | **28** | **150** |

Site breakdowns (by overall site percentage of the Project site) are as follows:

- Buildings: approximately 22.5%;
- Hardscape/pavement/parking: approximately 53.6%; and
- Landscaping/open space: approximately 23.9%.

On-site recreational amenities will be located in both the north and south portions of the proposed Project site. On the north part of the Project site, adjacent to the main entry, there will be a 1,619 square foot clubhouse that will house the leasing office, a conference room, multi-purpose room, kitchen, pool equipment, and utility area. The proposed pool area is west of the clubhouse and includes a b-b-q counter, cabanas, and a fireplace. A tot lot is provided on the south side of the Project site between buildings 6 and 7.

Drive lane widths internal to the proposed Project will be a minimum of 28'. Per the City's Development Code, 150 covered parking spaces and 178 open parking spaces are required; 150 covered parking spaces and 189 uncovered spaces are provided. There are 339 spaces total, including 17 ADA spaces.

**Building Architecture and Materials**

Buildings 2 through 10 are two-stories, approximately 28' tall. Building 1 is three-stories and is 38' tall. The clubhouse is one-story and is 17' 4" tall. The buildings are to be designed with stucco exterior walls in 2 colors with decorative window surrounds and a stone wainscot. Concrete tile roofing is proposed.

Building colors and finishes are:

- Stucco Color 1: *Frazee "Cheer"*
- Stucco Color 2: *Frazee "Arizona White"*
- Roof Tile: *American Eagle Ponderosa 5530 Weathered Adobe*
- Stone: *El Dorado Pacific Ledge Stone Color: Cordovan*

Refer to Figures 3a and 3b*, Residential Design Review 2014-05 Elevations.*

**Circulation**

The Project proposes one primary access point from to be taken from the proposed cul-de-sac at the north of the site. The roadway will be built to City standards and offered for dedication to the City. Until the City accepts the dedication, it will be maintained by the apartment owner. A secondary, gated, emergency access will be provided on to Riverside Drive. No daily traffic will utilize this access.

A traffic signal warrant analysis was conducted at the intersection of Riverside Drive/Grand Avenue for the Cumulative condition. The Caltrans Warrant 3 (Peak Hour) Analysis shows that the minor street approach (Grand Avenue) meets and exceeds the volume required to warrant a traffic signal (354 AM peak hour vehicles and 442 PM peak hour vehicles), regardless of the through traffic on Riverside Drive.

**Drainage / Hydrology / Water Quality**

Drainage will be channeled from the buildings and imperious surfaces into storm drain facilities, bio retention landscape areas, flowing into a bioretention swale, as depicted on Figure 4, *Preliminary WQMP Site Plan*, through a system of roof drains and storm drains, respectively. Flows will be released into the exiting curb and gutter on Riverside Avenue, and will be picked up by existing Caltrans facilities.

**Sewer and Water Facilities**

The proposed Project will tie into existing water Elsinore Valley Municipal Water District (EVMWD) facilities. An existing 8" water line is located to the north of the proposed Project access street and continues into Riverside Drive. Wastewater treatment will also be handled by EVMWD facilities. The Project will have to construct an 8" sewer line that will tie into the existing sewer on the SE side of Riverside Drive, along the Project's frontage.

**Utilities**

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

- Electricity: Southern California Edison
- Water: Elsinore Valley Municipal Water District
- Sewer: Elsinore Valley Municipal Water District
- Cable: Verizon/Time Warner
- Gas: Southern California Gas Company
- Telephone: Verizon/Time Warner

**Construction Scenario**

The Project is expected to begin construction in December 2016 and take approximately eleven (11) months to complete.

The phases of the construction activities described below are as outlined in the Air Quality and Greenhouse Gas Report prepared for the Project and is provided as Appendix A of this IS/MND.

Site Preparation

The site preparation phase would consist of removing any vegetation, tree stumps, and stones onsite prior to

grading. The site preparation phase was anticipated to start around June 2016 and was modeled as occurring over two weeks. The site preparation activities would require up to 18 worker trips per day. In order to account for water truck emissions, six vendor truck emissions were added to the site preparation phase. The onsite equipment would consist of three rubber tired dozers and four of either a tractor, loader, or backhoe, which is based on the California Emission Estimator Model (CalEEMod) default equipment mix. The mitigation of water all exposed areas three times per day was chosen in order to account for the fugitive dust reduction that would occur through adhering to South Coast Air Quality Management District (SCAQMD) Rule 403, which requires that the Best Available Control Measures be utilized to reduce fugitive dust emissions.

Grading

The grading phase would occur after the completion of the site preparation phase and is anticipated to take approximately four weeks to complete. The proposed grading is balanced, which would result in no dirt being imported or exported from the Project site. The grading activities would require up to 15 worker trips per day. In order to account for water truck emissions, six vendor truck emissions were added to the grading phase. The onsite equipment would consist of the simultaneous operation of one excavator, one grader, one rubber tired dozer, and three of either a tractor, loader or backhoe, which is based on the CalEEMod default equipment mix. The mitigation of water all exposed areas three times per day was chosen in order to account for the fugitive dust reduction that would occur through adhering to SCAQMD Rule 403, which requires that the Best Available Control Measures be utilized to reduce fugitive dust emissions.

Building Construction

The building construction would occur after the completion of the grading phase. The building construction phase was modeled based on occurring over 11 months. The building construction would require up to 112 worker trips and 17 vendor trips per day. The onsite equipment would consist of the simultaneous operation of one crane, three forklifts, one generator set, one welder, and three of either a tractor, loader, or backhoe, which is based on the CalEEMod default equipment mix.

Paving

The paving would occur after the completion of the building construction phase. The paving phase was modeled based on the paving of the onsite roads and parking spaces that would require paving approximately two acres of the Project site. The paving activities would occur over four weeks and would require up to 15 worker trips per day. The onsite equipment would consist of the simultaneous operation of two pavers, two paving equipment, and two rollers, which is based on the CalEEMod default equipment mix.

Architectural Coating

The application of architectural coatings would occur after the completion of the paving phase. The architectural coating phase was modeled based on covering 307,800 square feet of residential interior area, 102,600 square feet of residential exterior area, and 325 square feet of non-residential area. The architectural coating phase would occur over two months and would require approximately 22 worker trips per day. The onsite equipment would consist of one air compressor, which is based on the CalEEMod default equipment mix.

# III. ENVIRONMENTAL CHECKLIST

## A. BACKGROUND.

1. **Project Title:** Lakepointe Apartments: Residential Design Review (RDR 2014-05).

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

3. **Contact Person and Phone Number:** Justin Kirk, Principal Planner, (951) 674-3124, extension 284.

4. **Project Location:**

   Northerly of Grand Avenue, southwesterly of Eisenhower Drive, and known as Assessor's Parcel Number (APN) 379-090-022 ("Project"). Reference Figure 1, *Vicinity Map*.

5. **Project Sponsor's Name and Address:** Lakeside Pointe, LLC, 43414 Business Park Drive, Temecula, CA 92590.

6. **General Plan Designation:**

   - Residential Mixed-Use (RMU), Reference Figure 5, *General Plan Map*

7. **Zoning:**

   - Residential Mixed-Use (RMU), Reference Figure 6, *Zoning Map*

8. **Description of Project:**

Lakeside Pointe, LLC (Project proponent) is proposing to implement a 150-unit multi-family Project with associated recreational amenities – tot lot, swimming pool, and clubhouse on an approximate 8.27-acre site, located within the City of Lake Elsinore, western Riverside County, California. Residential Design Review 2014-05 allows for 150 multi-family units, associated landscaping, parking, as well as recreational uses on the entire approximately 8.27-acre proposed Project site.

9. **Surrounding Land Uses and Setting:**

The proposed Project site is located west of Riverside Drive and north of Grand Avenue and Lakeside High School. It is bordered on the west by vacant land, and on the north by a small commercial center. There is a single-family development west of the vacant land and north of the commercial center. Figure 7, *Aerial Photo.*

10. **Other Public Agencies Whose Approval is Required:**

    - Department of Transportation, District 8.

## B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

| | | |
|---|---|---|
| ☒ Aesthetics | ☐ Agricultural Resources | ☐ Air Quality & GHG |
| ☐ Biological Resources | ☒ Cultural Resources | ☒ Geology/Soils |
| ☒ Hazards/Hazardous Matl's. | ☒ Hydrology/Water Quality | ☐ Land Use/Planning |
| ☐ Mineral Resources | ☒ Noise | ☐ Population/Housing |
| ☐ Public Services | ☐ Recreation | ☒ Transportation/Traffic |
| ☐ Utilities/Service Systems | ☒ Mandatory Findings of Significance | |

## C. DETERMINATION

On the basis of this initial evaluation:

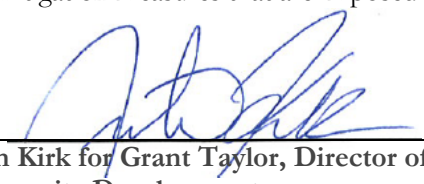
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ 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 of the incorporated mitigation measures and revisions in the Project have been made by or agreed to by the Project proponent. 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" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



**Justin Kirk for Grant Taylor, Director of Community Development**

7-1-16

**Date**

# IV. ENVIRONMENTAL ANALYSIS

| Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A. AESTHETICS. Would the Project:** | | | | |
| a) Have a substantial adverse effect on a scenic vista? | | | ✓ | |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcrops, 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? | | ✓ | | |
| **B. AGRICULTURE 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. Would the Project:** | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | | | | ✓ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | | ✓ |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | | | | ✓ |
| **C. AIR QUALITY & GREENHOUSE GAS EMMISSIONS. 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:** | | | | |
| 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? | | | ✓ | |

| Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| e) Create objectionable odors affecting a substantial number of people? | | | ✓ | |
| f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | ✓ | |
| g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | | | ✓ | |
| **D. BIOLOGICAL RESOURCES. Would the Project:** | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | | ✓ | |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | | ✓ | |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | | | | ✓ |
| 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? | | | | ✓ |
| **E. CULTURAL RESOURCES. Would the Project:** | | | | |
| 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? | | ✓ | | |

| Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| c) Directly or indirectly destroy a unique paleonto-logical resource or site or unique geologic feature? | | ✓ | | |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | | ✓ | | |
| e) Cause a substantial adverse change in the significance of a tribal cultural resources as defined in Public Resources Code 21074? | | ✓ | | |
| **F. GEOLOGY AND SOILS. Would the Project:** | | | | |
| 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? | | ✓ | | |
| ii) Strong seismic ground shaking? | | ✓ | | |
| iii) Seismic-related ground failure, including liquefaction? | | ✓ | | |
| iv) Landslides? | | | | ✓ |
| b) Result in substantial soil erosion or the loss of topsoil? | | | ✓ | |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | | ✓ | | |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | | ✓ | | |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | | | | ✓ |
| **G. HAZARDS AND HAZARDOUS MATERIALS. Would the Project:** | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? | | ✓ | | |
| b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | | | ✓ | |

| Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | | ✓ |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | | ✓ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or 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? | | | | ✓ |
| **H. HYDROLOGY AND WATER QUALITY. Would the Project:** | | | | |
| 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? | | | ✓ | |

| Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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 a federal Flood hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map? | | | | ✓ |
| h) Place within 100-year flood hazard area structures, 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? | | | | ✓ |
| **I. LAND USE AND PLANNING. Would the Project:** | | | | |
| 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? | | | | ✓ |
| **J. MINERAL RESOURCES. Would the Project:** | | | | |
| a) 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? | | | | ✓ |
| 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? | | | | ✓ |
| **K. NOISE. Would the Project result in:** | | | | |

| Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | | ✓ | | |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne 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? | | | | ✓ |
| **L. POPULATION AND HOUSING. Would the Project:** | | | | |
| 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? | | | | ✓ |
| **M. PUBLIC SERVICES. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:** | | | | |
| a) Fire protection? | | | ✓ | |
| b) Police protection? | | | ✓ | |
| c) Schools? | | | ✓ | |
| d) Parks? | | | | ✓ |

| Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| e) Other public facilities? | | | ✓ | |
| **N. RECREATION. Would the Project:** | | | | |
| a) 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) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | | | ✓ | |
| **O. TRANSPORTATION/TRAFFIC. Would the Project:** | | | | |
| a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | | ✓ | | |
| b) Exceed, either individually or cumulatively, a level of service standard 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) Result in inadequate parking capacity? | | | | ✓ |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | | | | ✓ |
| **P. UTILITIES AND SERVICE SYSTEMS. Would the Project:** | | | | |
| 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? | | | ✓ | |

| Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | | | ✓ | |
| 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? | | | ✓ | |
| **Q. MANDATORY FINDINGS OF SIGNIFICANCE.** | | | | |
| 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? | | ✓ | | |

This section provides an evaluation of the impact categories and questions contained in the Environmental Checklist.

## A. AESTHETICS

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

**Less Than Significant Impact**

The Project is located in the northwestern corner of Lake Elsinore (Lake View District) and will be visible from the lake, from the west, and from some parts of the community on the eastside of Lake Elsinore. The views of Lake Elsinore and the escarpments of the Santa Ana Mountains (to the west) constitute the most prominent scenic features of the community.

According to the General Plan, the greatest variety of residential and commercial opportunities exists within the southeastern areas of the Lake View District particularly along Riverside Drive. (reference Figure LV-1, *Lake View District*, of the General Plan). As the mixed-use corridor along Riverside Drive transitions into a neighborhood commercial district, additional opportunities will increase and provide a catalyst for redevelopment and development of the entire area. It will be important to maintain and enhance pedestrian paths to these areas and recreational camping areas just south of Riverside Drive. As the northwestern and northeastern portions of the Lake View District are developed, it will be important to integrate these more remote areas to the central and southeastern areas of the Lake View District. As such, the Lake View District will result in a transition from a higher density and mixed-use area in the southeast to the lower density uses in the central, northern and western areas with strong pedestrian oriented ties throughout.

Development of the Project will not affect the scenic views of the Santa Ana Mountains because the site is adjacent to the Lake and the proposed structures are not tall enough to visually intrude into the face of the mountain escarpment which tower more than 1,500 feet above the area (the highest elevation of structures on the site is 1,315 feet while, the mountain escarpments behind the lake range between 2,800 and 3,000 feet in height.). The colors and materials of the Project are similar to the other new development along Riverside Avenue. Because the visual backdrop of the community is not being affected by the Project, the Project will not have a significant impact on any scenic vista.

At a Project level, the Project sites will be visible from Riverside Avenue, adjacent residents, and by the high school. The view from Riverside Avenue will be of the landscaped frontage and building fronts. Views of the Project from adjacent uses will be mitigated by the required site landscaping and the architectural details and building colors. Any Project-level visual impacts will be addressed through the City's design review process which will ensure compliance with City zoning and design standards regulating building design, mass, bulk, height, colors, etc. In addition, the City has a policy to require that the principles of four-sided architecture be applied to all projects. Project architecture consists of the inclusion of appropriate architectural detailing on all exterior elevations of the building. Implementing four-sided architecture means that the Project will be compatible on all sides with the surrounding area. Based upon this discussion of the large and small-scale aesthetic issues, the Project will have a less than significant adverse effect on a scenic vista. As a result, any scenic impacts are considered less than significant and no additional mitigation measures are 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 Project is located adjacent to State Route 74 (Riverside Avenue). Riverside Avenue has not been designated a scenic highway where it is adjacent to the Project site. There are no scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings on the Project site. Therefore, the Project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway. No impacts are anticipated. No mitigation is required.

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

**Less Than Significant Impact**

The development of the Project site is not expected to degrade the existing visual character of the area. The proposed Project site is located west of Riverside Drive and north of Grand Avenue and Lakeside High School. It is bordered on the west by vacant land, and on the north by a small commercial center. There is a single-family development west of the vacant land and north of the commercial center. Given the current General Plan land use designation and the overall visual character of the surrounding area, the aesthetic character of the area will not be compromised by the Project. This aesthetic and design consistency is ensured through the City's design review process. As a result, any impacts are considered less than significant, and no additional mitigation measures are 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 with Mitigation Incorporation**

Light and glare from new street lights, vehicles, and the future land uses will be generated and will contribute to the amount of light and glare experienced in the Project vicinity. The Project sites are located within an urbanized area which already experiences some levels of light and/or glare from the existing development. Development of the Project will require design review approval by the City of Lake Elsinore. The City's design review process is intended to ensure that future development will be designed to ensure design compatibility and to alleviate light and/or glare disturbances outside of the Project boundary. With the implementation of the Mitigation Measure AES-1, below, any impacts will remain less than significant. No additional mitigation is required.

**MITIGATION MEASURES**

AES-1. Prior to the issuance of any building permit, the Building Department shall ensure that all exterior light fixtures and outside area lighting is directed away from off-site residences and uses to comply with City design standards and building codes.

## B. AGRICULTURE RESOURCES

**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**

According to the Riverside County Information Technology (RCIT), located at the following web address that contains information specific to the Project APN, the Project site is designated as "Urban-Built Up Land" and "Local Importance":

http://tzvmag01.rivcoit.org/Riverside_Report/PublicAPN_Report.aspx?APN=379090022&Lat=2189933.56751812&Long=6217827.93264567&MapURL=http%3a%2f%2ftzvmag01.rivcoit.org%2fGeocortex%2fEssentials%2fREST%2fTempFiles%2fExport.png%3fguid%3d13a3305f-1317-46ec-860e-d30033f9213d%26contentType%3dimage%252Fpng&ImageryURL=http%3a%2f%2ftzvmag01.rivcoit.org%2fGeocortex%2fEssentials%2fREST%2fTempFiles%2fExport.png%3fguid%3dc7db395a-c503-42e9-adc0-abea43a2e50c%26contentType%3dimage%252Fpng&st=

No farming is currently being conducted on the Project site, or in the immediate area. Therefore, development of the Project will not 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 (ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/riv12_w.pdf), to non-agricultural use. Reference Figure 10, *Farmland*. No impacts are anticipated. No mitigation is required.

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

**No Impact**

According to the RCIT, located at the aforementioned web address that contains information specific to the Project APN, the Project site is not with existing zoning for agricultural use, or a Williamson Act contract. Reference Figure 11, *Agricultural Preserves/Williamson Act*. Therefore, implementation of the Project (both Project sites) will not conflict with existing zoning for agricultural use, or a Williamson Act contract.

**c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?**

**No Impact**

According to a site visit and review of an aerial photo, the Project site, and adjacent parcels are not being utilized for agricultural cultivation. Based on this information, implementation of the Project will not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural uses. No impacts are anticipated. No mitigation measures are required.

**MITIGATION MEASURES**

None required.

## C. AIR QUALITY

The following technical study was prepared to address issues related to air quality, and is available on the CD located in the back pocket of this IS/MND:

- *Air Quality and GHG Emissions Impact Analysis, Lakepointe Apartments Project, City of Lake Elsinore*, prepared by Vista Environmental, November 19, 2015 (*AQ/GHG Analysis).*

Please refer to Section 1.0 (Introduction), Section 2.0 (Pollutants), Section 3.0 (Air Quality Management), Section 4.0 (Atmospheric Setting), Section 5.0 (Modeling Parameters and Assumptions), and 6.0 (Thresholds of Significance) of the *AQ/GHG Study*, for additional details utilized for the impact analysis below.

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

**Less Than Significant Impact**

State CEQA Guidelines Section 15125, *Environmental Setting*, requires a discussion of any inconsistencies between a proposed project and applicable General Plans (GPs) and regional plans. The regional plan that applies to the proposed Project includes the South Coast Air Quality Management District (SCAQMD) Air Quality Master Plan (AQMP).

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key criteria of consistency:

- Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP; and/or,
- Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Both of these criteria are evaluated below.

**Criterion 1 - Increase in the Frequency or Severity of Violations?**

Based on the air quality modeling analysis contained in the *AQ/GHG Analysis*, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance or local thresholds of significance. The long-term operation of the proposed Project would not result in significant impacts. The analysis in the *AQ/GHG Analysis* found that the operation of the proposed Project would generate air pollutant emissions that are inconsequential on a regional basis. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not be projected to exceed the local thresholds of significance. Therefore, no long-term impact would occur and no mitigation would be required.

Based on the information provided above, the proposed Project would be consistent with the first criterion.

**Criterion 2 - Exceed Assumptions in the AQMP?**

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to insure that the analyses conducted for the proposed Project are based on the same forecasts as the AQMP. The 2012-2035 Regional Transportation/Sustainable Communities Strategy, prepared by Southern California Association of Governments (SCAG), consists of three sections: Core Chapters, Ancillary Chapters, and Bridge Chapters. The Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management chapters constitute the Core Chapters of the document. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this Project, the City of Lake Elsinore Lake View District Land Use Plan defines the assumptions that are represented in the AQMP.

The Project site is currently designated as Residential Mixed Use in the General Plan and is zoned Residential/Mixed-Use (RMU). The proposed Project would consist of the development of 150 apartment units on 8.27-acres, which would result in a density of 18.14 dwelling units per acre. The proposed Project is not consistent with Municipal Code Section 17.86.040, that limits projects with only residential units in the RMU zone to a maximum density of 18 dwelling units per acre. However, Riverside Transit Bus Route 8 has a bus stop that is located approximately 210 feet northeast of the Project site and Municipal Code Section 17.86.060(B)(7) allows projects that are located within 1,500 feet of the Project site a density bonus up to 35 dwelling units per acre. As such, the proposed Project would be within the allowable density that is allowed for RMU and would not result in an inconsistency with the current land use designation. Therefore, the proposed Project is not anticipated to exceed the AQMP assumptions for the Project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed Project will not result in an inconsistency with the SCAQMD AQMP. Any impacts are considered less than significant. No additional 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 Impact**

Construction emissions have been analyzed for both regional and local air quality impacts as well as potential toxic air impacts.

*Construction-Related Regional Impacts*

The CalEEMod model has been utilized to calculate the construction-related regional emissions from the proposed Project and the input parameters utilized in this analysis have been detailed in Section 5.1 of the *AQ/GHG Analysis*. The worst-case daily construction-related criteria pollutant emissions from the proposed Project for each phase of construction activities are shown below in Table C-1, *Construction-Related Criteria Pollutant Emissions*. The CalEEMod daily printouts are shown in Appendix A of the *AQ/GHG Analysis*.

**Table C-1**
**Construction-Related Criteria Pollutant Emissions**

| Activity | Pollutant Emissions (pounds/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | NOx | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| **Site Preparation**[1] | | | | | | |
| Onsite[2] | 5.08 | 54.63 | 41.11 | 0.04 | 9.98 | 6.58 |
| Offsite[3] | 0.12 | 0.60 | 1.55 | 0.00 | 0.25 | 0.07 |
| **Total** | **5.20** | **55.23** | **42.66** | **0.04** | **10.23** | **6.65** |
| **Grading**[1] | | | | | | |
| Onsite | 3.67 | 38.45 | 26.08 | 0.03 | 4.75 | 3.34 |
| Offsite | 0.10 | 0.59 | 1.38 | 0.00 | 0.22 | 0.07 |
| **Total** | **3.77** | **39.04** | **27.46** | **0.03** | **4.97** | **3.41** |
| **Building Construction** | | | | | | |
| Onsite | 3.41 | 28.51 | 18.51 | 0.03 | 1.97 | 1.85 |
| Offsite | 0.56 | 2.00 | 7.85 | 0.02 | 1.39 | 0.40 |
| **Total** | **3.97** | **30.51** | **26.36** | **0.05** | **3.36** | **2.25** |
| **Paving** | | | | | | |
| Onsite | 2.17 | 20.30 | 14.73 | 0.02 | 1.14 | 1.05 |
| Offsite | 0.05 | 0.07 | 0.76 | 0.00 | 0.17 | 0.05 |
| **Total** | **2.22** | **20.37** | **15.49** | **0.02** | **1.31** | **1.10** |
| **Architectural Coatings** | | | | | | |
| Onsite | 26.83 | 2.19 | 1.87 | 0.00 | 0.17 | 0.17 |
| Offsite | 0.08 | 0.10 | 1.12 | 0.00 | 0.25 | 0.07 |
| **Total** | **26.91** | **2.29** | **2.99** | **0.00** | **0.42** | **0.24** |
| **SCQAMD Thresholds** | **75** | **100** | **550** | **150** | **150** | **55** |
| Exceeds Threshold? | No | No | No | No | No | No |

Notes:
[1] Site preparation and grading emissions based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] Onsite emissions from equipment not operated on public roads.
[3] Offsite emissions from vehicles operating on public roads.

Table C-1 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the proposed Project. No mitigation is required.

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The proposed Project has been analyzed for the potential local criteria pollutant impacts created from construction-related fugitive dust and construction equipment and from toxic air contaminants created from diesel emissions**.**

*Local Criteria Pollutant Impacts from Construction*

The local air quality emissions from Project construction were analyzed through utilizing the methodology described in the Localized Significance Threshold Methodology (LST Methodology). The LST Methodology found the primary criteria pollutant emissions of concern are Nitrogen Oxide (NOx), Carbon Monoxide (CO), particulate matter 10 micrometers or less in diameter ($PM_{10}$), and particulate matter 2.5 micrometers or less in diameter ($PM_{2.5}$). In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up

Tables. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of CO, NOx, $PM_{10}$, and $PM_{2.5}$ from the proposed Project could result in a significant impact to the local air quality. Table C-2, *Local Criteria Pollutant Construction Emissions at the Nearest Receptors*, shows the onsite emissions from the CalEEMod model for the different construction phases.

**Table C-2**
**Local Criteria Pollutant Construction Emissions at the Nearest Receptors**

| Phase | Pollutant Emissions (pounds/day) | | | |
|---|---|---|---|---|
| | **NOx** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| Site Preparation[1] | 54.63 | 41.11 | 9.98 | 6.58 |
| Grading[1] | 38.45 | 26.08 | 4.75 | 3.34 |
| Building Construction | 28.51 | 18.51 | 1.97 | 1.85 |
| Paving | 20.30 | 14.73 | 1.14 | 1.05 |
| Architectural Coatings | 2.19 | 1.87 | 0.17 | 0.17 |
| SCAQMD Thresholds for 150 feet (46 meters)[2] | **408** | **2,586** | **35** | **10** |
| Exceeds Threshold? | No | No | No | No |

Notes:
[1] Site preparation and grading emissions based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] The nearest sensitive receptor is Lakeside High School with structures as near as 150 feet (46 meters) from the Project site.

The data provided in Table C-2 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds. Therefore, a less than significant local air quality impact would occur from construction of the proposed Project. No mitigation is required.

*Construction-Related Toxic Air Contaminant Impacts*

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed Project. According to SCAQMD's methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk." "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed Project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed Project. No mitigation is required.

Operational Emissions

The on-going operation of the proposed Project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the Project-generated vehicle trips and through operational emissions from the on-going use of the proposed Project. The following section provides an analysis of potential long-term air quality impacts due to: regional air quality and local air quality impacts with the on-going operations of the proposed Project. The potential operations-related air emissions have been analyzed below for the regional and local criteria pollutant emissions and cumulative impacts.

*Operations-Related Regional Criteria Pollutant Analysis*

The operations-related regional criteria air quality impacts created by the proposed Project have been analyzed through use of the CalEEMod model and the input parameters utilized in Section 5.2 of the *AQ/GHG Analysis*. The worst-case summer or winter volatile organic compound (VOC), NOx, CO, Sulfur Dioxode ($SO_2$), $PM_{10}$, and $PM_{2.5}$ daily criteria pollutant emissions created from the proposed Project's long-term

operations have been calculated and are summarized below in Table C-3, *Operational Regional Criteria Air Pollutant Emissions*. The CalEEMod daily emissions printouts are shown in Appendix A of the *AQ/GHG Analysis*.

**Table C-3**
**Operational Regional Criteria Air Pollutant Emissions**

| | Pollutant Emissions (pounds/day) | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **NOx** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Area Sources[1] | 3.83 | 0.15 | 12.70 | 0.00 | 0.07 | 0.07 |
| Energy Usage[2] | 0.06 | 0.53 | 0.22 | 0.00 | 0.04 | 0.04 |
| Mobile Sources[3] | 3.90 | 12.85 | 43.64 | 0.12 | 8.06 | 2.27 |
| **Total Emissions** | **7.79** | **13.53** | **56.56** | **0.12** | **8.17** | **2.38** |
| **SCQAMD Operational Thresholds** | 55 | 55 | 550 | 150 | 150 | 55 |
| **Exceeds Threshold?** | No | No | No | No | No | No |

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of emissions from natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.

The data provided in Table C-3, above shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the proposed Project. No mitigation is required.

*Operations-Related Local Air Quality Impacts*

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The proposed Project has been analyzed for the potential local CO emission impacts from the Project-generated vehicular trips and from the potential local air quality impacts from onsite operations. The following analysis analyzes the vehicular CO emissions, local impacts from onsite operations, and toxic air contaminant impacts from onsite diesel trucks.

*Local CO Hotspot Impacts from Project-Generated Vehicular Trips*

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with Project CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours.

At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the **California** Ambient Air Quality Standards (CAAQS) and National Air Quality Standards (NAAQS) for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide* (CO Plan) for SCAQMD's 2003 Air Quality Management Plan. The locations selected for microscaling modeling in the CO Plan were the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards. Since the nearby intersections to the proposed Project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspot are anticipated to be created from the proposed Project and no CO Hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed Project. No mitigation is required.

*Local Criteria Pollutant Impacts from Onsite Operations*

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances may have the potential to create emissions areas that exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from on-site operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, $PM_{10}$, and $PM_{2.5}$ from the proposed Project could result in a significant impact to the local air quality. Table C-4, *Local Criteria Pollutant Operational Emissions at the Nearest Receptors*, shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, and vehicles operating on-site and the calculated emissions thresholds.

**Table C-4**
**Local Criteria Pollutant Operational Emissions at the Nearest Receptors**

| | Pollutant Emissions (pounds/day) | | | |
|---|---|---|---|---|
| **On-Site Emission Source** | **NOx** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| Area Sources | 0.07 | 6.40 | 0.03 | 0.03 |
| Energy Usage | 0.66 | 0.28 | 0.05 | 0.05 |
| Onsite Vehicle Emissions[1] | 1.13 | 4.11 | 0.72 | 0.20 |
| **Total Emissions** | **1.86** | **10.79** | **0.80** | **0.28** |
| SCAQMD Thresholds for 150 feet (46 meters)[2] | 270 | 1,746 | 4 | 2 |
| Exceeds Threshold? | No | No | No | No |

Notes:
[1] Onsite vehicle emissions based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the Project site.
[2] The nearest sensitive receptor is Lakeside High School with structures as near as 150 feet (46 meters) from the Project site.

The data provided in Table C-4 shows that the on-going operations of the proposed Project would not exceed the local NOx, CO, $PM_{10}$ and $PM_{2.5}$ thresholds of significance discussed above in Section 6.2 of the AQ/GHG Analysis. Therefore, the on-going operations of the proposed Project would create a less than significant operations-related impact to local air quality due to onsite emissions. No mitigation is required.

*Operations-Related Toxic Air Contaminant Impacts*

Particulate matter (PM) from diesel exhaust is the predominant TAC in most areas and according to The California Almanac of Emissions and Air Quality 2013 Edition, prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. Due to the nominal number of diesel truck trips generated by the proposed residential Project, a less than significant toxic air contaminant impact would occur during the on-going operations of the proposed Project. No mitigation is required.

Based on the information above, implementation of the Project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Impacts will remain less than significant. No mitigation is required.

**c) Would the Project 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)?**

**Less Than Significant Impact**

Cumulative projects include local development as well as general growth within the Project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel throughout the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature. The Project area is out of attainment with Federal and/or State standards for ozone and $PM_{10}$, and $PM_{2.5}$. In accordance with CEQA Guidelines Section 15130(b), this analysis of cumulative impacts incorporates a three-tiered approach to assess cumulative air quality impacts.

- Consistency with the SCAQMD project specific thresholds for construction and operations;
- Project consistency with existing air quality plans; and
- Assessment of the cumulative health effects of the pollutants.

Consistency with Project Specific Thresholds

*Construction-Related Impacts*

The Project site is located in the South Coast Air Basin, which is currently designated by the EPA as a non-attainment area for ozone and $PM_{2.5}$. Development of the proposed Project would result in less than significant regional emissions of the precursors to ozone and $PM_{2.5}$ during construction of the proposed Project. Therefore, a less than significant cumulative impact would occur from construction of the proposed Project. No mitigation is required.

*Operational-Related Impacts*

The greatest cumulative operational impact on the air quality to the Air Basin will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development. In accordance with SCAQMD methodology, projects that do not exceed SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. On-going operations activities for the proposed Project, the VOC, NOx, CO, $SO_2$, $PM_{10}$, and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds of significance. With respect to long-term emissions, the proposed Project would create a less than significant cumulative impact. No mitigation is required.

Consistency with Air Quality Plans

The Project site is currently designated as Residential Mixed Use in the General Plan and is zoned Residential/Mixed-Use (RMU). The proposed Project would consist of the development of 150 apartment units on 8.27-acres, which would result in a density of 18.14 dwelling units per acre. The proposed Project is not consistent with Municipal Code Section 17.86.040, that limits projects with only residential units in the RMU zone to a maximum density of 18 dwelling units per acre. However, Riverside Transit Bus Route 8 has a bus stop that is located approximately 210 feet northeast of the Project site and Municipal Code Section 17.86.060(B)(7) allows projects that are located within 1,500 feet of the project site a density bonus up to 35 dwelling units per acre. As such, the proposed Project would be within the allowable density that is allowed for RMU and would not result in an inconsistency with the current land use designation. Therefore, the

proposed Project is not anticipated to exceed the AQMP assumptions for the Project site and is found to be consistent with the AQMPs for the Air Basin.

Cumulative Health Impacts

The Air Basin is designated as nonattainment for ozone, $NO_2$, $PM_{10}$, and $PM_{2.5}$, which means that the background levels of those pollutants are at times higher than the ambient air quality standards. The air quality standards were set to protect public health, including the health of sensitive individuals (elderly, children, and the sick). Therefore, when the concentrations of those pollutants exceeds the standard, it is likely that some sensitive individuals in the population would experience health effects. The regional analysis found that the proposed Project would not exceed the SCAQMD regional significance thresholds for VOC, NOx (ozone precursors), $PM_{10}$ and $PM_{2.5}$. Therefore, the proposed Project would result in a less than significant cumulative health impact.

Based on the information above, implementation of the Project will 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors). Impacts will remain less than significant. No mitigation is required.

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

**Less Than Significant Impact**

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement, paints and solvents and from emissions from diesel equipment. The objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the Project boundaries. Due to the transitory nature of construction odors, impacts are considered less than significant. No mitigation is required.

Potential Operations-Related Odor Impacts

Potential sources that may emit odors during the on-going operations of the proposed project would primarily occur from odor emissions from the trash storage areas. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Due to the distance of the nearest receptors from the Project site and through compliance with SCAQMD's Rule 402, no significant impact related to odors would occur during the on-going operations of the proposed Project. Impacts are considered less than significant. No mitigation is required.

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

**Less Than Significant Impact**

The City of Lake Elsinore adopted the *City of Lake Elsinore Climate Action Plan (CAP)*, on December 13, 2011 that requires a 22.3 percent reduction in GHG emissions between years 2007 and 2020. In order to determine if the proposed Project would comply with the Climate Action Plan's Standards, the GHG emissions from the proposed Project were analyzed for both year 2010, (nearest year available in CalEEMod to 2007) and year 2020. Using year 2010 versus 2007 provides a worst-case scenario; since the State has enacted several laws that took effect between 2007 and 2010 that reduce GHG emissions, and using the latter date means that less GHG reductions can be accounted for from the State measures. A summary of the results is shown below in

Table C-5, *Project Related Greenhouse Gas Annual Emissions*. The CalEEMod model run for the year 2010 and the year 2020 are provided in Appendix B and Appendix C of the *AQ/GHG Analysis*, respectively.

**Table C-5**
**Project Related Greenhouse Gas Annual Emissions**

| | Greenhouse Gas Emissions (Metric Tons per Year) | | | | | |
|---|---|---|---|---|---|---|
| **Category** | **Bio-$CO_2$** | **NonBio-$CO_2$** | **Total $CO_2$** | **$CH_4$** | **$N_2O$** | **$CO_2e$** |
| **Year 2010 Emissions** | | | | | | |
| Area Sources[1] | 0.00 | 2.57 | 2.57 | 0.00 | 0.00 | 2.64 |
| Energy Usage[2] | 0.00 | 289.94 | 289.94 | 0.01 | 0.00 | 291.31 |
| Mobile Sources[3] | 0.00 | 1,634.27 | 1,634.27 | 0.09 | 0.00 | 1,636.14 |
| Solid Waste[4] | 14.19 | 0.00 | 14.19 | 0.84 | 0.00 | 31.81 |
| Water and Wastewater[5] | 3.14 | 56.75 | 59.89 | 0.33 | 0.01 | 69.25 |
| Construction[6] | 0.00 | 17.13 | 17.13 | 0.00 | 0.00 | 17.20 |
| **Total 2010 Emissions** | **17.33** | **2,000.66** | **2,017.99** | **1.27** | **0.01** | **2,048.35** |
| **Year 2020 Emissions** | | | | | | |
| Area Sources | 0.00 | 2.57 | 2.57 | 0.00 | 0.00 | 2.62 |
| Energy Usage | 0.00 | 260.26 | 260.26 | 0.01 | 0.00 | 261.47 |
| Mobile Sources | 0.00 | 1,148.04 | 1,148.04 | 0.03 | 0.00 | 1,148.76 |
| Solid Waste | 7.10 | 0.00 | 7.10 | 0.42 | 0.00 | 15.90 |
| Water and Wastewater | 2.51 | 48.16 | 50.67 | 0.26 | 0.01 | 58.17 |
| Construction | 0.00 | 17.13 | 17.13 | 0.00 | 0.00 | 17.20 |
| Vegetation[7] | | | | | | -2.12 |
| **Total 2020 Emissions** | **9.61** | **1,476.16** | **1,485.77** | **0.72** | **0.01** | **1,501.99** |
| **Percent Reduction between 2010 and 2020** | | | | | | **26.7%** |
| **City of Lake Elsinore Reduction Threshold** | | | | | | **22.3%** |
| **SCAQMD Draft Threshold of Significance for Residential Uses** | | | | | | **3,500** |

Notes:
[1] Area sources consist of GHG emissions from hearths, consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of GHG emissions from electricity and natural gas usage (not including hearths).
[3] Mobile sources consist of GHG emissions from vehicles.
[4] Waste includes the $CO_2$ and $CH_4$ emissions created from the solid waste placed in landfills.
[5] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[6] Construction emissions amortized over 30 years.
[7] Vegetation sequestration amortized over 30 years.

The data provided in Table C-5 above shows that the proposed Project would create 2,048.35 million metric tons of carbon dioxide equivalent (MTCO2e) per year based on the default year 2010 GHG emissions rates and in year 2020 would produce 1,501.99 MTCO2e per year that is based on approved Statewide GHG reduction regulations that would be fully implemented by year 2020 as well as from GHG emission reduction design features that have been incorporated into the proposed site plan. Table C-5 shows that through implementation of Executive Order (EO) S-1-07, that establishes performance standards for the carbon intensity of transportation fuels, Assembly Bill (AB) 149, which limits GHG emissions from new vehicles sold in California, implementation of the California Code of Regulations (CCR) Title 24, Part 6 2013 Building Energy Efficiency Standards and CCR Title 24 Part 11 2013 CalGreen Standards that improves the energy efficiency of the proposed Project, and Project design features such as providing sidewalks, locating the Project site near a transit station, and meeting the Climate Action Plan's minimum tree planting requirements, the proposed Project's GHG emissions would be reduced by 26.7 percent and would meet the City of Lake Elsinore's minimum 22.3 percent GHG reduction standard. In addition, the proposed Project would be below the SCAQMD draft residential significance threshold of 3,500 MTCO2e per year for both the year 2010

and year 2020 GHG emissions.

Based on the analysis and conclusions above, impacts from GHG emissions as a result of development and operation of the proposed Project would be considered less than significant. No additional mitigation is required.

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

**Less Than Significant Impact**

The applicable plan for the proposed Project is the *CAP*, adopted December 13, 2011. The *CAP* provides specific measures to be implemented in new developments to reduce GHG emissions as well as a GHG emissions reduction target based on a community-wide emissions reduction to 6.6 MTCO2e per service population per year by 2020. This is a 22.3 percent reduction from the 2008 rate of 8.5 MTCO2e per service population. These efficiency-based targets were derived by dividing the statewide AB 32 targeted emissions levels for 2020 and statewide EO S-3-05 targeted emissions level for 2030 by the 2020 and 2030 statewide service population respectively. These targets represent the maximum quantity of emissions each resident and employee in the State of California could emit in 2020 and 2030 based on emissions levels necessary to achieve the statewide AB 32 and Executive Order S-3-05 GHG emissions reduction goals. Therefore, the proposed Project would be considered to be inconsistent with the *CAP* if the proposed Project did not implement all applicable measures identified in the Climate Action Plan and if the proposed Project's GHG emissions are not 22.3 percent less than GHG emissions from business-as-usual conditions for a similar size project in year 2008.

The *CAP* applicable measures to the proposed Project have been detailed above in Section 3.1 of the *AQ/GHG Analysis*, and the method of adherence to each measure has been detailed above in Section 5.2 of the *AQ/GHG Analysis*. Section 5.2 found that through implementation of required statewide regulations and implementation of Project Design Features, that the proposed Project would conform to the applicable measures in the *CAP*. In addition, through implementation of the statewide regulations and Project Design Features, the proposed Project's GHG emissions would be reduced by 26.7 percent and would exceed the 22.3 percent reduction in GHG emissions required by the Climate Action Plan. Finally, the GHG emissions calculations show that both the year 2010 business-as-usual GHG emissions and the year 2020 GHG emissions would be below the SCAQMD draft residential significance threshold of 3,500 MTCO2e per year.

Therefore, the proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Any impacts are considered less than significant. No additional mitigation is required.

**MITIGATION MEASURES**

None.

## D. BIOLOGICAL RESOURCES

No technical study was required for the proposed Project for biological resources. According to the Western Riverside County Multiple Species Habitat Conservation Plan Report for the Project site (APN 379-090-022) (Appendix B), the Project site is not located in a criteria cell. A site reconnaissance survey by City Staff revealed that no riparian, riverine, vernal pool/fairy shrimp habitat or other aquatic resources exist on the site. Based upon mapped information, the Project site is not located within any Narrow Endemic Plant Species Survey Areas or Critical Species Survey Areas. The Project site is not within or adjacent to any Multiple Species Habitat Conservation Plan (MSHCP) criteria or conservation areas. Appendix B is available on the CD located in the back pocket of this IS/MND:

**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 U.S. Fish and Wildlife Service?**

**Less Than Significant Impact**

According to the Western Riverside County Multiple Species Habitat Conservation Plan Report for the Project site (APN 379-090-022) (Appendix B), the Project site is not located in a criteria cell. A site reconnaissance survey by City Staff revealed that no riparian, riverine, vernal pool/fairy shrimp habitat or other aquatic resources exist on the site. Based upon mapped information, the Project site is not located within any Narrow Endemic Plant Species Survey Areas or Critical Species Survey Areas.

The Project will be required to pay the applicable MSCHP Mitigation Fee pursuant to Chapter 16.85, *Local Development Mitigation Fee for Funding the Preservation of Natural Ecosystems* of the Municipal Code. The current fee is $1,015 for residential density greater than 14.0 dwelling units per acre. According to Chapter 16.85.010, the use of the development impact fees to mitigate the impacts to the City's and the region's natural ecosystems is reasonably related to the type and extent of impacts caused by development within the City. This is a standard condition, and is not considered unique mitigation under CEQA.

Therefore, with the payment of the MSCHP Mitigation Fee, implementation of the proposed Project will not 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. Any impacts are considered less than significant. No additional mitigation is required.

**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, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

**Less Than Significant Impact**

Please reference the discussion in D.a, above. A site reconnaissance survey by City Staff revealed that no riparian, riverine, vernal pool/fairy shrimp habitat or other aquatic resources exist on the site. Based upon mapped information, the Project site is not located within any Narrow Endemic Plant Species Survey Areas or Critical Species Survey Areas.

Therefore, with the payment of the MSCHP Mitigation Fee, implementation of the proposed Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Any impacts are considered less than significant. No additional mitigation is required.

**c) Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact**

A site reconnaissance survey by City Staff revealed that no riparian, riverine, vernal pool/fairy shrimp habitat or other aquatic resources exist on the site. Based upon mapped information, the Project will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, the Project will not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No impacts are anticipated.

**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?**

**No Impact**

A site reconnaissance survey by City Staff revealed that no riparian, riverine, vernal pool/fairy shrimp habitat or other aquatic resources exist on the site. Based upon mapped information, the Project site is not located within any Narrow Endemic Plant Species Survey Areas or Critical Species Survey Areas. Therefore, the Project will not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No impacts are anticipated.

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

**No Impact**

Section 3.8, *Biological Resources*, of the General Plan EIR analyzed biological resources. The General Plan EIR determined that buildout of the General Plan would potentially result in significant impacts to MSHCP protected trees, including the native California oak tree, and locally important heritage trees, including the significant palm tree as defined by Chapter 5.116, *Significant Palm Trees*, of the City's Municipal Code, which are present throughout the City and Sphere of Influence (SOI). No California oak tree, and locally important heritage trees, including the significant palm trees are located on the Project site. No impacts are anticipated. No mitigation is required.

**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?**

**No Impact**

The Project is located within the adopted Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) area. The MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan focusing on conservation of species and associated habitats in Western Riverside County. The MSHCP will serve as a HCP pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973, as amended, as well as a Natural Communities Conservation Plan (NCCP) under the NCCP Act of 2001. The overall goal of the MSHCP is the conservation of 500,000 acres and focuses on the conservation of 146 plant and animal species.

The City is required to collect local development impact fees for all projects within the MSHCP area. As such, the applicant will 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 this section of the MSHCP. Payment of these standard fees are not considered unique mitigation under CEQA.

The Project site is not located within the Fee Area Boundary of the Stephens Kangaroo Rat Habitat Conservation Plan (Stephens Kangaroo Rat HCP). As a result, the Project is not in conflict with the requirements of the HCP (and is not required to pay the mitigation fees prior to the issuance of a grading permit).

Based upon the information provided, the Project implements, and is consistent with, the requirements of the MSHCP, and the Stephens Kangaroo Rat HCP. As a result, no impacts are anticipated.

**MITIGATION MEASURES**

None.

## E. CULTURAL RESOURCES

No technical study was required for the proposed Project for cultural resources. The City has had informal consultation with the Pechanga Band of Luiseño Indians (Tribe) to discuss the Project, potential Project impacts, avoidance methods and potential mitigation. The Tribe has indicated that their standard mitigation measures would be sufficient as part of this IS/MND.

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

**Less Than Significant Impact With Mitigation Incorporation**

There are no known historical resources located within the Project site. However, it is possible to uncover the presence of subsurface historical resources within the Project site during ground disturbance(s). The Project will need to comply with Mitigation Measure CUL-1, which requires on-going monitoring by a qualified archaeologist during ground disturbing activities. With mandatory compliance to Mitigation Measure CUL-1, potential impacts will be reduced to a less than significant level. No additional mitigation is required.

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

**Less Than Significant Impact With Mitigation Incorporation**

Archaeological resources are known to exist in the general area. As part of the informal consultation, the City has met with the Pechanga Band of Luiseño Indians to discuss the Project, potential Project impacts, avoidance methods and potential mitigation. Mitigation Measures CUL-1 through CUL-6 have been added to address the concerns raised by the Pechanga Tribe. With the incorporation of these Mitigation Measures, Project impacts will remain less than significant. No additional mitigation is required.

**c) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant Impact with Mitigation Incorporation**

According to Figure 3.2-3, *City of Lake Elsinore Paleontological Resources,* of the General Plan EIR, the Project site has a "Low" potential for paleontological resources. However, since these resources are located below the surface, any excavation or other ground-disturbing activities will require paleontological monitoring to ensure that no important, nonrenewable vertebrate fossils are adversely affected. Based on these findings, all earth-moving operations shall be monitored shall be required for paleontological resources. Mitigation Measure CUL-7 has been included, requiring the development and implementation of a paleontological resource impact mitigation program, prior to any ground disturbing activity, to prevent adverse effects on important, nonrenewable vertebrate fossils, or to reduce such effects to a level 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 Incorporation**

Development of this Project is not expected to disturb any human remains, including those interred outside of formal cemeteries. If during Project grading any human remains are discovered, the provisions of Mitigation Measure CUL-2 shall apply. With the incorporation of Mitigation Measure CUL-2, any impacts will be

reduced to a less than significant. No additional mitigation is required.

**e) Would the Project cause a substantial adverse change in the significance of a tribal cultural resources as defined in Public Resources Code 21074?**

**Less Than Significant Impact With Mitigation Incorporation**

According to Section 21080.3.1, *Consultation with Responsible Agencies; Assistance By Office of Planning and Research*, of the Public Resources Code, prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed. For purposes of this section and Section 21080.3.2, *Consultation with Responsible Agencies; Assistance By Office of Planning and Research*, of the Public Resources Code, "consultation" shall have the same meaning as provided in Section 65352.4 of the Government Code. Section 6552.4 of the Government Code states:

> "For purposes of Section 65351, 65352.3, and 65562.5, "consultation" means the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement. Consultation between government agencies and Native American tribes shall be conducted in a way that is mutually respectful of each party's sovereignty. Consultation shall also recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance."

The City has had informal consultation with the Pechanga Band of Luiseño Indians to discuss the Project, potential Project impacts, avoidance methods and potential mitigation. Mitigation Measures CUL-1 through CUL-6 have been added to address the concerns raised by the Pechanga Tribe.

Based on this information, the City concludes that this prior consultation, as well as the circulation of a portion of current environmental document, along with the proposed mitigation measures, will ensure that there will not be a substantial adverse change in the significance of a tribal cultural resources as defined in Public Resources Code 21074. With the incorporation of Mitigation Measures CUL-1 through CUL-6, impacts will remain less than significant. No additional mitigation is required.

**MITIGATION MEASURES**

CUL-1 An archeological monitor shall be present during all earthmoving to insure protection of any accidentally discovered potentially significant resources. All cultural resources unearthed by Project construction activities shall be evaluated by a qualified archeologist. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared. The report shall include a list of the resources recovered, documentation of each site/locality, and interpretation of resources recovered. The City shall designate repositories in the event the significant resources are recovered.

CUL-2 If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made.

CUL-3 At least 30 days prior to seeking a grading permit, the Project applicant shall contact the

appropriate Tribe[1] to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the City of Lake Elsinore and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities; Project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

CUL-4 The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the Project area to the appropriate Tribe for proper treatment and disposition.

CUL-5 All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible.

CUL-6 If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Developer, the Project archaeologist, and the appropriate Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the Developer and the Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Community Development Director (CDD) for decision. The CDD shall make the determination based on the provisions of the CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate Tribe. Notwithstanding any other rights available under the law, the decision of the Community Development Director shall be appealable to the City of Lake Elsinore.

CUL-7 Prior to any ground disturbing activity, a mitigation program shall be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology. Said mitigation program shall include, but not be limited to, the following:

1. Excavations in areas identified as likely to contain paleontologic resources should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but must have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.
2. Samples of sediments should be collected and washed to recover small invertebrate and vertebrate fossils.
3. Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.
4. A report of findings, including, when appropriate, an itemized inventory of recovered specimens and a discussion of their significance, should be prepared upon completion of the steps outlined above. The report and inventory, when submitted to the appropriate lead agency, would signify completion of the program to mitigate impacts on paleontologic resources.

[1] It is anticipated that the Pechanga Band of Luiseño Indians will be the "appropriate" Tribe due to their prior and extensive coordination with the City in determining potentially significant impacts and appropriate mitigation measures.

## F. GEOLOGY AND SOILS

The following technical studies were prepared to address issues related to geology and soils, and are available on the CD located in the back pocket of this IS/MND:

- "*Geotechnical Investigation and Liquefaction Evaluation. Proposed Multi-Family Residential Development, Riverside Drive SW of Eisenhower Drive. Lake Elsinore. California*," prepared by Southern California Geotechnical, December 8, 2005 (*Geo Investigation*, Appendix C).

**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 Impact With Mitigation Incorporation**

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 *Geo Investigation*, research of available maps indicates that the Project site is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, there was no evidence of faulting revealed during the geotechnical investigation.

The potential impacts related to the closest fault zone, the County Fault Zone, which is located approximately 434 feet to the south of the Project site (reference Figure 12, *Fault Zone*), as well as other regional faults are addressed through compliance with standard measures contained in the most recent Uniform Building Code (UBC) and City Municipal Code and the recommended mitigation contained in Mitigation Measure GEO-1. Mitigation Measure GEO-1 requires the geotechnical recommendations contained in the Geo Investigation be implemented. With the implementation of the standard code provisions and Mitigation Measure GEO-1, the anticipated impacts from regional ground shaking shall be reduced to a less than significant level. No additional mitigation is required.

**ii) Strong seismic ground shaking?**

**Less Than Significant Impact with Mitigation Incorporation**

The Project site is located in an area of high regional seismicity and may experience horizontal ground acceleration during an earthquake along the Elsinore/Wildomar 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 will 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 UBC and City Municipal Code regarding structures and construction and Mitigation Measure GEO-1 ensures that any impacts will be less than significant. No additional mitigation is required.

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

**Less Than Significant Impact with Mitigation Incorporation**

According to the *Geo Investigation*, a review of the Riverside County Geographic Information Systems (GIS

website indicates that the Project site is located within a mapped zone of high to very high liquefaction susceptibility. The results of the liquefaction evaluation in the *Geo Investigation* identified liquefiable soils at three boring locations on the Project site. The *Geo Investigation* contains a number of recommendations are expected to minimize the actual liquefaction hazard once the Project is constructed. Compliance with specific recommendations identified in Mitigation Measure GEO-1 and the standard requirements contained in the most recent UBC and City Municipal Code are expected to reduce the impacts associated with ground failure hazards, including liquefaction, to a less than significant level. No additional mitigation is required.

**iv) Landslides?**

**No Impact**

The Project site and surrounding environs are relatively flat. There is no evidence of landslides occurring on Project site, or at the immediate surrounding environs. The Project is not expected expose 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; therefore, 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. According to the geotechnical report, the on-site soils have a moderate to high erosions potential unless specific erosion control measures are implemented. The City routinely requires the submittal of detailed Erosion Control Plans with any grading plans. 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 the implementation of the necessary 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 off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

**Less Than Significant Impact with Mitigation Incorporation**

The *Geo Investigation* did not indicate any concerns regarding slope stability with respect to the Project site. Landslides were determined not to be a design consideration for the Project (reference discussion in F.a.iv, above). Due to the lack of natural slopes near the site, the potential for rock fall hazard is also not a design consideration.

With the implementation of the standard code provisions and Mitigation Measure GEO-1, the anticipated impacts from being 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, are expected to be reduced to a less than significant level. No additional mitigation is required.

**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 to life or property?**

**Less Than Significant Impact with Mitigation Incorporation**

According to pp. 14 and 15 of the *Geo Investigation*, the Project is located in an area with "non-expansive) soil as defined in the most recent UBC. However, the site development recommendations to address the potential liquefaction hazard would also address any issues related to highly expansive soils. As a result, to significant impacts are anticipated and specific mitigation measures are required.

Any potential impacts are addressed through compliance with standard measures contained in the most recent UBC and City Municipal Code and the recommended mitigation contained in Mitigation Measure GEO-1. Specific recommendations within said report shall apply to all structures on site. With the implementation of the standard code provisions and the mitigation measure identified below, the anticipated impacts from being located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property, are expected to be reduced to a less than significant level. No additional mitigation is required.

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

**No Impact**

The Project will be connected to the existing public wastewater treatment system and will not be serviced by septic tanks or other alternative wastewater disposal systems; consequently, no impacts are anticipated and no mitigation measures are required.

**MITIGATION MEASURES**

GEO-1 The Project shall comply with the recommendations to address geology and soils impacts within the *Geotechnical Investigation and Liquefaction Evaluation. Proposed Multi-Family Residential Development, Riverside Drive SW of Eisenhower Drive. Lake Elsinore. California*, prepared by Southern California Geotechnical, December 8, 2005 (*Geo Investigation*, Appendix C), including, but not limited to: seismic ground shaking, subsidence, liquefaction, expansive soils, and corrosive soils, for all structures on site.

## G. HAZARDS AND HAZARDOUS MATERIALS

The following technical studies have been prepared to address issues related to hazards and hazardous materials, and are available on the CD located in the back pocket of this IS/MND:

- *Phase I Environmental Site Assessment Proposed Multi-Family Residential Development Riverside Drive, southwest of Eisenhower Drive Lake Elsinore, California*, prepared by Southern California Geotechnical, January 3, 2006.

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

**Less Than Significant Impact with Mitigation Incorporation**

The Project may create an additional possible hazard to the public or the environment through the routine transport, use or disposal of hazardous materials; however, due to the quantity and nature of these materials, these impacts will be considered less than significant. During construction and operational phases there is a potential for accidental release of petroleum products in sufficient quantity to pose a hazard to people and the environment. Prior to initiating construction, a Stormwater Pollution Prevention Plan will be approved by the City to address any construction-related spills or accidents. This requirement is included in Mitigation Measure HAZ-1. With Mitigation Measure HAZ-1, the Project is not expected to result in a significant impact on the environment.

In addition, the Project is located immediately adjacent to, or in immediate proximity to, State Route 74 (Riverside Avenue). It is possible that an accident or spill 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 will be stored on the premises; however, those used are commonly associated with typical residential development. No impacts are anticipated beyond those commonly associated with this type of development.

**b) Would the Project create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**Less Than Significant Impact**

The Project may create a hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment; however, due to the quantity and nature of these materials, these impacts will be considered less than significant. An additional discussion is found in Section G.a. above. No impacts are anticipated beyond those commonly associated with residential development. No additional mitigation measures are required.

**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. Lakeside High School is located immediately west of the Project site. Due to the residential nature of the Project, as the fact that the only hazardous materials associated with residential uses are those associated with typical residential households, no impacts are anticipated. 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 provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the Legislator who authored the legislation that enacted it). The list, or a site's presence on the list, has bearing on the local permitting process as well as on compliance with CEQA.

According to the California State Waterboards GEOTRACKER site (http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=java+hut), which provides information regarding Leaking Underground Storage Tanks, the Project site is not 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 not create a significant hazard to the public or the environment. There are two permitted underground storage tanks within one mile of the Project site. Refer to Figure 11, *Geotracker Site*.

The Department of Toxic Substances Control's Hazardous Waste and Substances Site List (Cortese List) site (http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&zl=18&ms=640,480&mt=m&findaddress=True&city=32397%20Riverside%20Dr,%20Lake%20Elsinore,%20CA%2092530&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true&tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true) does not show any Hazardous Waste and Substances Sites currently located on the Project sites. Refer to Figure 12, *Envirostor Site*.

Based upon the available data, there is no evidence to support that hazardous wastes or contamination would be present on the sites. No additional 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 or 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**

According to Figure 2.7, *City of Lake Elsinore Airport Influence Areas*, of the General Plan, the Project sites is not located within the Skylark Airport Influence Areas. The public airport closest to the Project sites is Skylark Field. Skylark Field is located at the south end of Lake Elsinore, approximately five miles south southeast of the Project sites. There is no approved airport land use plan for this facility. The Project sites are not located within two miles of this public airport. Based on this information, no impacts are anticipated from implementation of the Project. No mitigation measures are 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**

According to Figure 2.7, *City of Lake Elsinore Airport Influence Areas*, of the General Plan, the Project sites are not located in proximity to a private airstrip. The closest airport is a public airport, Skylark Field, located at the south end of Lake Elsinore, approximately five miles south southeast of the Project sites (see discussion in G.e., above). The Project sites are not located within two miles of a private airstrip. Based on this information, no impacts are anticipated from implementation of the Project. 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?**

**No Impact**

Section 3.10, "Hazards and Hazardous Materials," of the General Plan EIR analyzed a variety of hazardous materials and public safety issues related to the implementation of the General Plan. The GPEIR determined that new developments associated with the buildout of the General Plan would be required to comply with all applicable local and state regulatory standards for adequate emergency access, and as such would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The General Plan EIR concluded that impacts would be less than significant with no mitigation required.

The Project, as proposed is a new development associated with the buildout of the General Plan, and as designed and developed, is consistent with the General Plan. The Project will include an access point off improved roadways, and include site access sufficient for fire apparatus turning radius. Based on this information, implementation of the Project has no potential to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. No mitigation is required.

**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?**

**No Impact**

The Project site is located within a substantially built up area about a mile east of the eastern escarpment of the Santa Ana Mountains. This eastern escarpment area has been classified as a high wildland fire hazard area. According to Figure 3.10-2, *Wildfire Susceptibility*, of the General Plan EIR, the Project site has a moderate potential to be impacted by a wildland fires. Per the General Plan EIR, new development under the General Plan Update (GPU) would extend into areas of the SOI that are considered highly susceptible to wildfires. A fire that ignites in these areas has the potential to spread to areas within the SOI. Therefore, a substantial risk of loss and damage exists to new developments in these areas. However, with prevention strategies and response programs, these risks can be reduced greatly. Nevertheless, increased development throughout the City and SOI in accordance with the proposed Land Use Plan could expose more people and additional development to potentially significant hazards from wildfires. As indicated, the Project site is not in a Moderate, High, or Very High designation. This moderate designation does not create a potentially significant impact because of the layout of the sites, and the proposed building materials are expected to reduce or minimize any the potential hazards. As a result, no impacts are anticipated and no additional mitigation measures are necessary.

**MITIGATION MEASURES**

HAZ-1 All spills or leakage of petroleum products during construction and operational activities shall be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure shall be incorporated into the Stormwater Pollution Prevention Plan prepared for the Project development.

## H. HYDROLOGY AND WATER QUALITY

The following technical studies were prepared to address issues related to hydrology and water quality, and are available on the CD located in the back pocket of this IS/MND:

- "*Project Specific Water Quality Management Plan*, *Lakepointe Apartments,* prepared by MLB Engineering, January 12, 2016.

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

**Less Than Significant Impact with Mitigation Incorporation**

According to the General Plan EIR (p. 3.9-19), the Santa Ana Regional Water Quality Control Board (SARWQCB) sets water quality standards for all ground and surface waters within its 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 1995 *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-SOI*).

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 City and SOI,* 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 GPU 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 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, coloform, 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, coloform, 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 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 GPU.

The proposed Project has been reviewed and conditioned by the City, to mitigate any potential impacts as listed above through site design and the preparation of a Water Quality Management Plan (WQMP) and adherence to the requirements of the National Pollutant Discharge Elimination System (NPDES). The Project does drain into an existing Caltrans facility. Approvals will be required from Caltrans as part of the permitting process. These are standards condition and are not considered unique mitigation under CEQA.

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 is expected to minimize or eliminate any impacts to water quality. The requirements to obtain City approval of the Final WQMP is incorporated into Mitigation Measure HYD-1. As a result of the Best Management Practices (BMPs) (site design BMPs, source control BMPs, and treatment control BMPs), and other measures contained in the Preliminary WQMP, the Project will not violate any water quality standards, waste discharge requirements, or have a significant impact on the environment.

**b) Would the Project 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)?**

**No Impact**

The Project does not propose to drill any wells or extract ground water. the historic high groundwater level for the Project site is considered to be about 18± feet (p. 7 of the *Geo Investigation*). This depth will not expose any groundwater during future site development, including grading onsite and installation of offsite infrastructure. Under present conditions the Project site has no impervious surfaces within its boundaries. Some unquantifiable amount of the precipitation and sheet flow that currently enters the property will percolate through the onsite soils. The proposed Project will retain rainfall onsite by directing flows to the bioretention planters and basins where the first increment of each storm will be captured and percolated, and then the stored runoff will add additional percolation. Thus, a small portion of the runoff that would have left the site historically would be captured and percolated. The small reduction will not cause significant adverse impacts to groundwater supplies.

Based on this information, implementation of the Project will 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 (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). No mitigation is required.

**c) Would the Project 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 flooding on- or off-site?**

**Less Than Significant Impact**

The proposed Project site's existing drainage pattern will be altered, but the proposed Project engineering plans have taken considerable care to ensure that future runoff patterns are maintained, and that the volume of water discharged will not exceed the current volumes as required by the City and the SARWQCB.

The Project, as proposed, will result in minimal changes in the onsite drainage pattern, as the flow patterns will be consistent with the existing topography of the Project site. The proposed Project will alter the drainage pattern; however, it will not alter the course of a stream or river and it will not substantially increase the rate or amount of surface runoff in a manner that will cause any significant flooding 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) Would the Project 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 H.a., and c. (above), and H.e. (below), of this IS/MND. The Project will 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. None of the proposed facilities will increase the rate or amount of surface runoff.

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

**e) Would the Project 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 Impact with Mitigation Incorporation**

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 HYD-1. With the implementation of Mitigation Measure HYD-1, any impacts are considered less than significant. No additional mitigation is required.

**f) Would the Project otherwise substantially degrade water quality?**

**Less Than Significant Impact with Mitigation Incorporation**

The Project as proposed will not otherwise substantially degrade water quality. Compliance with the requirements of the Stormwater Pollution Prevention Program (Mitigation Measures HAZ-1), Preliminary WQMP (Mitigation Measure HYD-1), and the City's erosion control requirements will 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 are expected to 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 of Flood Insurance Rate Map or other flood hazard delineation map?**

**No Impact**

The Project will not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map. Because the proposed structures are not located within the 100-year flood hazard area, no impacts are anticipated. No mitigation is required.

**h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?**

**No Impact**

The Project will not place within a 100-year flood hazard area structures and will not place materials within the lake area, which would impede or redirect flood flows. As a result, no impacts are anticipated. No mitigation measures are 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?**

**No Impact**

The Project will not construct habitable structures within a designated flood area or within an identified dam inundation area. According to pp. 3.9-6 and 3.9-7 of the General Plan EIR, inundation of property (City) and the potential loss of life due to failure of the Railroad Canyon Dam is a hazard in the Railroad Canyon Road area and the eastern floodplain of the lake. The Project site is located on the western floodplain of the lake; therefore, it is not in proximity to inundation. Consequently, the Project will not 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. No impacts are anticipated. No mitigation required.

**j) Would the Project be subject to inundation by seiche, tsunami, or mudflow?**

**No Impact**

The Project is located along near the northwest corner of Lake Elsinore and 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, Lake Elsinore is relatively small rectangular lake (less than 2 miles in width and about 3 miles in length). Because the Project site is not located along the shore of Lake Elsinore, there is no potential that a seismic event could result in a seiche that could affect the Project. No impacts are anticipated. No mitigation is required.

**MITIGATION MEASURES**

HYD-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. The Final Water Quality Management Plan shall further demonstrate that post-development runoff flows are no greater that pre-development run-off flows.

## I. LAND USE AND PLANNING

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

**No Impact**

The Project represents an in-fill development which is consistent with the scale of development of their type and generally consistent with the development that is found in the area. The Project will neither physically divide nor improve connections within the surrounding neighborhood. No impacts are anticipated. 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**

The Project sites are identified for residential uses on the City of Lake Elsinore General Plan Land Use Map. These are the same types of land uses proposed with the Project. Therefore, the Project will not conflict with any applicable land use plan, policy, or regulation. As a result, no impacts are anticipated and no mitigation measures are required.

**c) Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact**

The Project will not conflict with the provisions of the adopted MSHCP. A more detailed discussion on the Project's compliance and consistency with the MSHCP is found in Section D.f. of this IS/MND. As a result, no impacts are anticipated and no mitigation measures are required over and above the payment of MSHCP fees, discussed in Section D.f above.

**MITIGATION MEASURES**

None required.

## J. MINERAL RESOURCES

**a) Would the Project 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 Impact**

According to Figure 3.12-1, *City of Lake Elsinore Mineral Resource Zones*, of the General Plan EIR (GP EIR), the Project site is located in an area designated MRZ3. According to the GP EIR, MRZ-3 is defined as areas containing known mineral deposits that may qualify as mineral resources. Further exploration work within these areas could result in the reclassification of specific localities into the MRZ-2a or MRZ-2b categories. As shown in Table 3.12-1 of the GP EIR, MRZ-3 is divided on the basis of knowledge of economic characteristics of the resources. 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. Consequently, the Project will 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 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**

According to Figure 3.12-1, *City of Lake Elsinore Mineral Resource Zones*, of the GP EIR, the Project sites are located in an area designated MRZ3. According to the GP EIR, MRZ-3 is defined as areas containing known mineral deposits that may qualify as mineral resources. Further exploration work within these areas could result in the reclassification of specific localities into the MRZ-2a or MRZ-2b categories. As shown in Table 3.12-1 of the GP EIR, MRZ-3 is divided on the basis of knowledge of economic characteristics of the resources. 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. The Project will 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 required.

**MITIGATION MEASURES**

None required.

## K. NOISE

The following technical study was prepared to address issues related to noise, and is available on the CD located in the back pocket of this IS/MND:

- *Noise Impact Analysis, Lakepointe Apartments Project, City of Lake Elsinore*, prepared by Vista Environmental, November 25, 2015 (*NIA).*

Please refer to Section 1.0 (Introduction), Section 2.0 (Noise Fundamentals), Section 3.0 (Ground-Bourne Vibration Fundamentals), Section 4.0 (Regulatory Setting), Section 5.0 (Existing Noise Conditions), and 6.0 (Modeling Parameters and Assumptions) of the *NIA*, for additional details utilized for the impact analysis below.

**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 Impact with Mitigation Incorporation**

Construction-Related Noise

The construction activities for the proposed Project are anticipated to include site preparation and grading of the 8.27-acre project site, building construction of the 150 apartment units, paving of the onsite roads and parking areas, and application of architectural coatings. Noise impacts from construction activities associated with the proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors to the Project site consist of the structures at Lakeside High School as near as 150 feet southwest of the Project site, Recreational Vehicle (RV) campsites as near as 230 feet southeast of the Project site, and single-family homes as near as 350 feet northwest of the Project site.

Section 17.176.080(F)(1) of the City's Municipal Code restricts construction activities from occurring between the weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on weekends or holidays. Section 17.176.080(F)(2) of the City's Municipal Code limits construction noise that occurs during the allowable times for construction activities to occur to 85 A-weighted decibels (dBA) for mobile equipment and 70 dBA for stationary equipment, which are based on the Type III areas that are classified as semi-residential/commercial.

Construction noise impacts to the nearby sensitive receptors have been calculated through use of the Roadway Construction Noise Model (RCNM) and the parameters and assumptions detailed in Section 6.1 of the NIA, including Table H – Construction Equipment Noise Emissions and Usage Factors. The results are shown below in Table K-1, *Worst-Case Construction Noise Levels at Nearest Receptors*. The RCNM printouts are provided in Appendix C of the *NIA*.

**Table K-1**
**Worst-Case Construction Noise Levels at Nearest Receptors**

| | Nearest Classroom | | Nearest RV Site | | Nearest Home | |
|---|---|---|---|---|---|---|
| **Construction Phase** | **Distance (feet)** | **Noise Level (dBA Leq)** | **Distance (feet)** | **Noise Level (dBA Leq)** | **Distance (feet)** | **Noise Level (dBA Leq)** |
| Site Preparation | 150 | 73 | 230 | 70 | 350 | 68 |
| Grading | 150 | 73 | 230 | 70 | 350 | 68 |
| Building Construction | 165 | 73 | 245 | 70 | 365 | 68 |
| Paving | 155 | 68 | 230 | 66 | 440 | 61 |
| Painting | 165 | 63 | 245 | 60 | 365 | 56 |
| **City's Mobile Equipment Threshold[1]** | | **85** | | **85** | | **85** |
| **City's Stationary Equipment Threshold[1]** | | **70** | | **70** | | **70** |

[1] City construction noise threshold from Section 17.176.080(F)(2) of the Municipal Code for Type III Areas.

Table K-1 shows that greatest noise impacts would occur during the site preparation, grading and building construction phases of construction, with a noise level as high as 73 A-weighted equivalent sound level (dBA Leq) at the nearest classroom at Lakeside High School. Table K-1 also shows that none of the construction phases would exceed the City's mobile equipment threshold, however the site preparation, grading, and building construction phases would have the potential to exceed the City's stationary equipment threshold. Mitigation Measure NOI-1 is provided that would require any stationary construction equipment that is used within 50 feet of the project's southwest property line to place a temporary sound barrier between the stationary equipment and Lakeside High School. With implementation of Mitigation Measure NOI-1, construction-related noise impacts would be reduced to within the City noise standards.

Operational-Related Noise

The proposed Project would consist of the development of 150 residential apartment units. The proposed Project would be adjacent to Riverside Drive, which may create noise levels in excess of City standards at the proposed residential uses.

The City's General Plan Policy 7.1 requires that new multi-family residential development limit the exterior noise impacts to all proposed private patios and balconies to 60 A-weighted day-night equivalent level (dBA Ldn) and limit the interior noise levels to 45 dBA Ldn. The exterior and interior noise impacts to the proposed apartment units have been analyzed separately below.

*Exterior Patio and Balcony Noise*

All residential buildings are anticipated to have either a private patio or balcony. These private patios and balconies have the potential to exceed the City's 60 dB Ldn noise standard. The anticipated noise levels have been calculated for the nearest patios and balconies on proposed Building 8 to Riverside Drive. This analysis has been limited to Building 8 as that is the only building where the balconies and patios have an unobstructed view of Riverside Drive. The noise levels were calculated three feet in from the proposed walls and five feet above ground level for the patios and 3 feet above floor level for the balconies. A summary of the results are shown below in Table K-2, *Proposed Exterior Patio/Balcony Noise Levels Prior to Mitigation*. The Federal Highway Administration (FHWA) model printouts of the proposed patio/balcony noise calculations are provided in Appendix D of the *NIA*.

**Table K-2**
**Proposed Exterior Patio/Balcony Noise Levels Prior to Mitigation**

| Building Number | Floor | Patio/Balcony Noise Levels (dBA $L_{dn}$) | Sound Wall Height (feet) |
|---|---|---|---|
| 8 | First | **64** | 3.5 |
| | Second | 59 | 3.5 |

Notes:
Exceedance of City's 60 dBA $L_{dn}$ noise standard shown in bold.

Table K-2 shows that the proposed first floor patios on Building 8 that face Riverside Drive would exceed the City's 60 dBA Ldn residential exterior noise standard. Table K-2 also shows that the second floor balconies on Building 8 that face Riverside Drive would be within the City's 60 dBA Ldn residential exterior standard, provided that the proposed 3.5-foot high balcony wall is made of a solid material that is free of any cutouts or openings.

Mitigation Measure NOI-2 is provided that would require the applicant to construct a minimum 5.0-foot high solid wall around the perimeter of any first floor patios that are constructed on the Riverside Drive side of Building 8 and require all second floor balconies on Building 8 that face Riverside Drive to have 3.5-foot high perimeter walls that are constructed of a solid material (e.g., glass, wood or plaster) that are free of any cutouts or openings.

The exterior patio and balcony noise levels have been recalculated based on construction of the 5.0-foot high solid walls for the first floor patios detailed in Mitigation Measure NOI-1 and the results are shown in Table K-3, *Proposed Mitigated Exterior Patio/Balcony Noise Levels.*

**Table K-3**
**Proposed Mitigated Exterior Patio/Balcony Noise Levels**

| Building Number | Floor | Patio/Balcony Noise Levels (dBA Ldn) | Sound Wall Height (feet)[1] |
|---|---|---|---|
| 7 | First | 60 | 5.0 |
| | Second | 59 | 3.5 |

Notes:
[1] Calculated noise levels based on the wall heights detailed in Mitigation Measure 1.

Table K-3 shows that with application of the proposed 5.0-foot high first floor patio sound walls specified in Mitigation Measure NOI-2, the noise levels at the proposed patios and balconies would be reduced to within the City's exterior residential noise standard. Impacts would be less than significant after implementation of the recommended mitigation.

*Interior Noise*

To assess the interior noise levels related to the compliance with the City's 45 dBA Ldn criteria, the exterior to interior attenuation rates of the units facing Riverside Drive were calculated and compared to the calculated exterior noise levels at the first and second floor building facades in order to calculate the interior noise levels within the future on-site residential units.

The architectural plans were utilized to calculate the exterior to interior attenuation rates of each style interior room that is anticipated to face Riverside Drive. For each room the floor area covered by carpet or linoleum was calculated along with the total square footage of the ceilings and walls, in order to determine the sound

absorption rate of the room. The area of exterior walls, windows, and exterior doors were also calculated in order to determine the exterior transmission levels. The windows were based on standard dual pane windows that have a 26 Sound Transmission Class (STC) Rating, standard doors that have a 26 STC Rating, and standard stucco walls that have a 46 STC Rating. Dual pane windows and doors are required due to California's Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations Title 24, Part 6). The exterior to interior noise reduction was then determined by combining the calculated room absorption rate to the exterior to interior transmission calculations. Table K-4, *Exterior to Interior Noise Reduction Rates*. Appendix E of the *NIA* shows the calculated exterior to interior noise reduction rates for standard dual pane windows and doors.

**Table K-4**
**Exterior to Interior Noise Reduction Rates**

| Building | Floor Plan | Room | Exterior to Interior Noise Reduction (dBA)[1] |
|---|---|---|---|
| 2 and 1 BR | A1 | Living Room | 33 |
| 2 and 1 BR | A1 | Bedroom 1 | 31 |
| 2 and 1 BR | A1 | Bedroom 2 | 33 |
| 2 and 1 BR | G1 | Living Room | 34 |
| 2 and 1 BR | G1 | Bedroom | 33 |
| **Minimum Exterior to Interior Noise Reduction** | | | **31** |

Notes:
[1] Based on standard dual pane windows and doors with a 26 STC rating, which are required per Title 24 energy saving requirements.

Table K-4 shows that the minimum exterior to interior attenuation rate with standard dual pane windows would be 31 dBA. According to Table K-2, the exterior noise levels at the facades of the proposed structures that face Riverside Drive would be as high as 64 dBA Ldn. Based on a 31 dBA attenuation rate, this would result in an interior noise level of 33 dBA Ldn and would be within the City's 45 dBA Ldn interior residential standard. Impacts would be considered less than significant. No additional mitigation is required.

**b) Would the Project result in an exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant Impact**

Construction-Related Vibration Impacts

The nearest sensitive receptors to the Project site consist of the structures at Lakeside High School as near as 150 feet southwest of the Project site, RV campsites as near as 230 feet southeast of the Project site, and single-family homes as near as 350 feet northwest of the Project site.

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 does not provide a quantifiable vibration level, Caltrans guidance has been utilized, which 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. From Table L of the *NIA*, a large 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. The vibration level at the nearest offsite receptor would be within the 0.25 inch per

second PPV threshold detailed above. Impacts would be less than significant.

Operations-Related Vibration Impacts

The on-going operation of the proposed Project would not include the operation of any known vibration sources. Therefore, impacts from the operation of the proposed Project would be considered less than significant. No mitigation is required.

Based on the analysis above, the Project will not result in an exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Impacts are considered less than significant. 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 Impact**

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed Project does not propose any uses that would require a substantial number of truck trips and the proposed Project would not alter the speed limit on any existing roadway. Therefore, the proposed Project's potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the proposed Project.

Neither the General Plan nor the CEQA Guidelines define what constitutes a "substantial permanent increase to ambient noise levels", as such, this impact analysis has utilized guidance from the Federal Transit Administration for a moderate impact that has been detailed in Table A of the *NIA*.

The potential offsite traffic noise impacts created by the on-going operations of the proposed project have been analyzed through utilization of the FHWA model and parameters. The FHWA model noise calculation spreadsheets are provided in Appendix F of the *NIA*. The proposed Project's potential offsite noise impacts have been calculated through a comparison of the without Project scenario to the with Project scenarios for existing year, opening year 2017, and year 2017 with cumulative projects conditions. The results of this comparison are shown in Table K-5, *Project-Related Traffic Noise Contributions*.

**Table K-5**
**Project-Related Traffic Noise Contributions**

| Roadway | Segment | dBA CNEL at Nearest Receptor[1] | | | Increase Threshold[2] |
|---|---|---|---|---|---|
| | | No Project | With Project | Project Increase | |
| **Existing Conditions** | | | | | |
| Riverside Drive | North of Lakeshore Drive | 68.1 | 68.2 | 0.1 | +1 dBA |
| Riverside Drive | North of Lincoln Street | 63.9 | 64.0 | 0.2 | +2 dBA |
| Riverside Drive | North of La Harve Street | 69.4 | 69.6 | 0.2 | +1 dBA |
| Riverside Drive | South of La Harve Street | 65.4 | 65.6 | 0.2 | +1 dBA |
| Riverside Drive | South of Lakeside HS Stadium Way | 63.1 | 63.3 | 0.2 | +2 dBA |
| Lakeshore Drive | West of Riverside Drive | 69.4 | 69.5 | 0.1 | +1 dBA |
| **Opening Year 2017 Conditions** | | | | | |
| Riverside Drive | North of Lakeshore Drive | 68.3 | 68.4 | 0.1 | +1 dBA |
| Riverside Drive | North of Lincoln Street | 64.0 | 64.2 | 0.1 | +2 dBA |
| Riverside Drive | North of La Harve Street | 69.6 | 69.8 | 0.2 | +1 dBA |
| Riverside Drive | South of La Harve Street | 65.6 | 65.8 | 0.2 | +1 dBA |
| Riverside Drive | South of Lakeside HS Stadium Way | 63.3 | 63.5 | 0.2 | +2 dBA |
| Lakeshore Drive | West of Riverside Drive | 69.6 | 69.7 | 0.1 | +1 dBA |
| **Year 2017 With Cumulative Project Conditions** | | | | | |
| Riverside Drive | North of Lakeshore Drive | 68.6 | 68.7 | 0.1 | +1 dBA |
| Riverside Drive | North of Lincoln Street | 64.5 | 64.5 | 0.0 | +2 dBA |
| Riverside Drive | North of La Harve Street | 70.1 | 70.2 | 0.1 | +1 dBA |
| Riverside Drive | South of La Harve Street | 66.2 | 66.3 | 0.1 | +1 dBA |
| Riverside Drive | South of Lakeside HS Stadium Way | 63.9 | 64.0 | 0.1 | +2 dBA |
| Lakeshore Drive | West of Riverside Drive | 69.8 | 69.8 | 0.0 | +1 dBA |

[1] Distance to nearest residential use shown in Table I of the NIA, does not take into account existing noise barriers.

Table K-5 shows that for all scenarios analyzed, the proposed Project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the increase thresholds detailed above. Therefore, the proposed Project would not result in a substantial permanent increase in ambient noise levels. Impacts would be less than significant. No additional 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 Impact with Mitigation Incorporated**

Noise impacts from construction activities associated with the proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities.

The greatest noise impacts would occur during the site preparation, grading and building construction phases of construction, with a noise level as high as 73 dBA Leq at the nearest classroom at Lakeside High School. None of the construction phases would exceed the City's mobile equipment threshold, however the site preparation, grading, and building construction phases would have the potential to exceed the City's stationary equipment threshold.

Mitigation Measure NOI-1 is provided that would require any stationary construction equipment that is used within 50 feet of the Project's southwest property line to place a temporary sound barrier between the stationary equipment and Lakeside High School. With implementation of Mitigation Measure NOI-1, the proposed Project would not create a substantial temporary or periodic increase in ambient noise levels. Impacts would remain less than significant. No additional 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 expose people residing or working in the Project area to excessive noise levels?**

**No Impact**

The Project site is not located within the influence area for any airport. The closest airfield is a private airstrip, Skylark Airport, which is located approximately 5 miles to the southeast of the site. Skylark Airport is use primarily by skydiving aircraft. As a result, no impacts are anticipated and no mitigation measures are required.

**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**

Skylark Field is located approximately 5 miles to the southeast of the Project sites. Skylark Airport is used primarily by skydiving aircraft. Given the type of aircraft that routinely use the airfield and the distance to the Project sites, no significant impacts are anticipated and no mitigation measures are required.

**MITIGATION MEASURES**

NOI-1 The Project applicant shall require any construction contractor that needs to use stationary construction equipment within 50 feet of the Project's southwest property line to place a temporary sound barrier between the stationary equipment and Lakeside High School.

NOI-2 The Project applicant shall construct a minimum 5.0-foot high solid wall around the perimeter of any first floor patios that are constructed on the Riverside Drive side of Building 8 and require all second floor balconies on Building 8 that face Riverside Drive to have 3.5-foot high perimeter walls that are constructed of a solid material (e.g., glass, wood or plaster) that are free of any cutouts or openings.

## L. POPULATION AND HOUSING

**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 will add permanent people to the City's population. 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 will result in an additional increment of area-wide population growth consistent with the adopted General Plan. As a result, any 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?**

**No Impact**

The Project site is currently vacant. As a result, the Project will not displace any existing housing or residents. Consequently, no impacts are anticipated; therefore, no mitigation is required.

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

**No Impact**

Because the Project site is vacant, the Project will not displace a substantial numbers of people, necessitating the construction of replacement housing elsewhere. As a result, no impacts are anticipated; and no mitigation is required.

**MITIGATION MEASURES**

None required.

## M. PUBLIC SERVICES

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

**a) Fire protection?**

**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. 85, located at 29405 Grand Ave, northwest of the Project site. Ambulance and paramedic services are provided by Goodhew Ambulance Service. The Project will participate in the Development Impact Fee Program as adopted by the City of Lake Elsinore to mitigate impacts to fire protection resources. This will provide funding for capital improvements such as land, equipment purchases, and fire station equipment. As a result, the Project will not result in activities that create significant impacts. Any impacts will 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.

**b) 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 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 will not result in activities that create significant impacts. Any impacts will 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.

**c) Schools?**

**Less Than Significant Impact**

The Project is residential in nature and will 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. These fees, which are considered a standard condition, are payable prior to building permit issuance. As a result, any impacts are considered less than significant level after the payment of school mitigation fees. No other mitigation measures are required.

**d) Parks?**

**Less Than Significant Impact**

The Project will increase the areas permanent population and associated burden on parks in the area; thereby,

resulting in the demand for parks and recreational facilities. The Project will 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. At the current time, the fee is $1,400 per unit. These fees, which are considered a standard condition, are payable prior to building permit issuance. As a result, any impacts are considered less than significant level after the payment of Park Capital Improvement Fund Fees. No other mitigation is required.

**e) Other public facilities?**

**Less Than Significant Impact**

The Project will permanently increase the local population and will subsequently result in an increase for the demand for other governmental services such as the library and the other community support services commonly provided by the City of Lake Elsinore. The Project will 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. At the current time, the fee is $150 per unit. In addition, the Project will be required to pay City Hall & Public Works fees (currently $404/unit), Community Center Fees (currently $272 per unit), Marina Facilities Fees (currently $389/unit), and Animal Shelter Facility Fees (currently $174/unit).

These fees, which are considered standard conditions, are payable prior to building permit issuance. As a result, any impacts are considered less than significant level after the payment of these fees. No other mitigation is required.

**MITIGATION MEASURES**

None required.

## N. RECREATION

**a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?**

**Less Than Significant Impact**

The Project will provide on-site recreational uses for use by residents at the site. The Project will 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. At the current time, the fee is $1,400 per unit. These fees, which are considered a standard condition, are payable prior to building permit issuance. As a result, any impacts from the Project that will result in an 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 are considered less than significant level after the payment of Park Capital Improvement Fund Fees. 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. The Project will 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. At the current time, the fee is $1,400 per unit. These fees, which are considered a standard condition, are payable prior to building permit issuance. As a result, any impacts from the Project that would require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment, are considered less than significant level after the payment of Park Capital Improvement Fund Fees. No other mitigation is required.

**MITIGATION MEASURES**

None required.

## O. TRANSPORTATION/TRAFFIC

The following technical study was prepared to address issues related to traffic, and is available on the CD located in the back pocket of this IS/MND:

- *Traffic Impact Analysis, Lakeshore Pointe, Lake Elsinore California*, prepared by Infrastructure Group, Inc., October 22, 2015 (*TIA*).

Please refer to Section 1.0 (Introduction), Section 2.0 (Area Conditions), Section 3.0 (Project Future Traffic), and Section 4.0 (Cumulative Traffic), of the *TIA*, for additional details utilized for the impact analysis below.

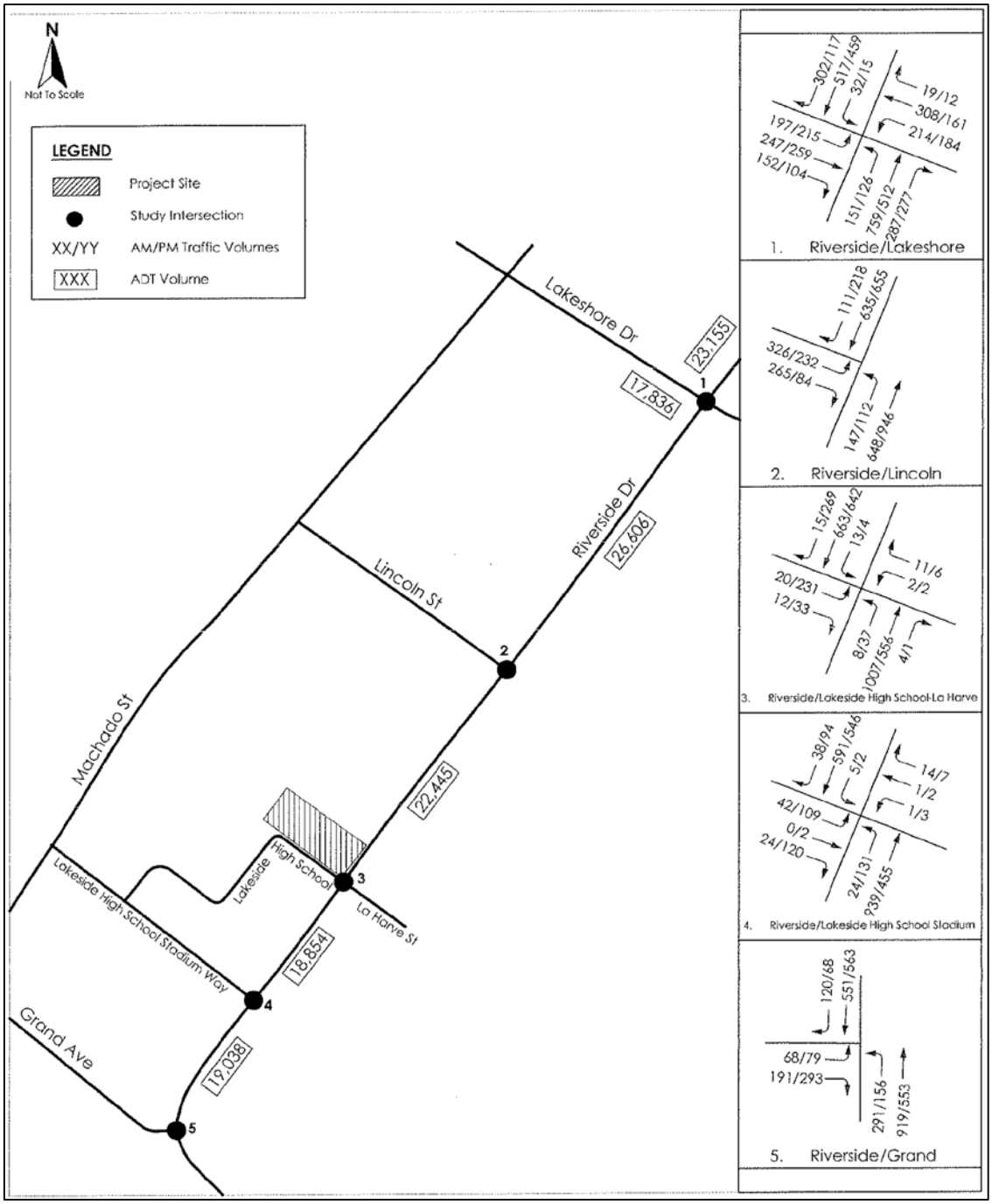
**a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

**Less Than Significant Impact with Mitigation Incorporation**

Existing Plus Project Traffic Volumes

Traffic generated by the proposed Project was added to the existing traffic volumes (with two growth factor) to determine the existing plus Project condition. Figure O-1, *Existing Plus Project Traffic Volumes* illustrates the existing plus Project traffic volumes and daily traffic on roadway segments.

**Figure O-1**
**Existing Plus Project Traffic Volumes**



Existing Plus Project Level of Service

Table O-1, *Existing Plus Project Level of Service Summary*, provides the results of the existing plus Project Level of Service (LOS) analysis during the AM and PM peak hours. As shown in Table O-1, all study area intersections currently operate at acceptable LOS (LOS D or better) with the exception of Riverside Drive/Lincoln Street (LOS E in the AM peak hour) Riverside Drive/Grand Avenue (LOS F in the AM and PM peak hours).

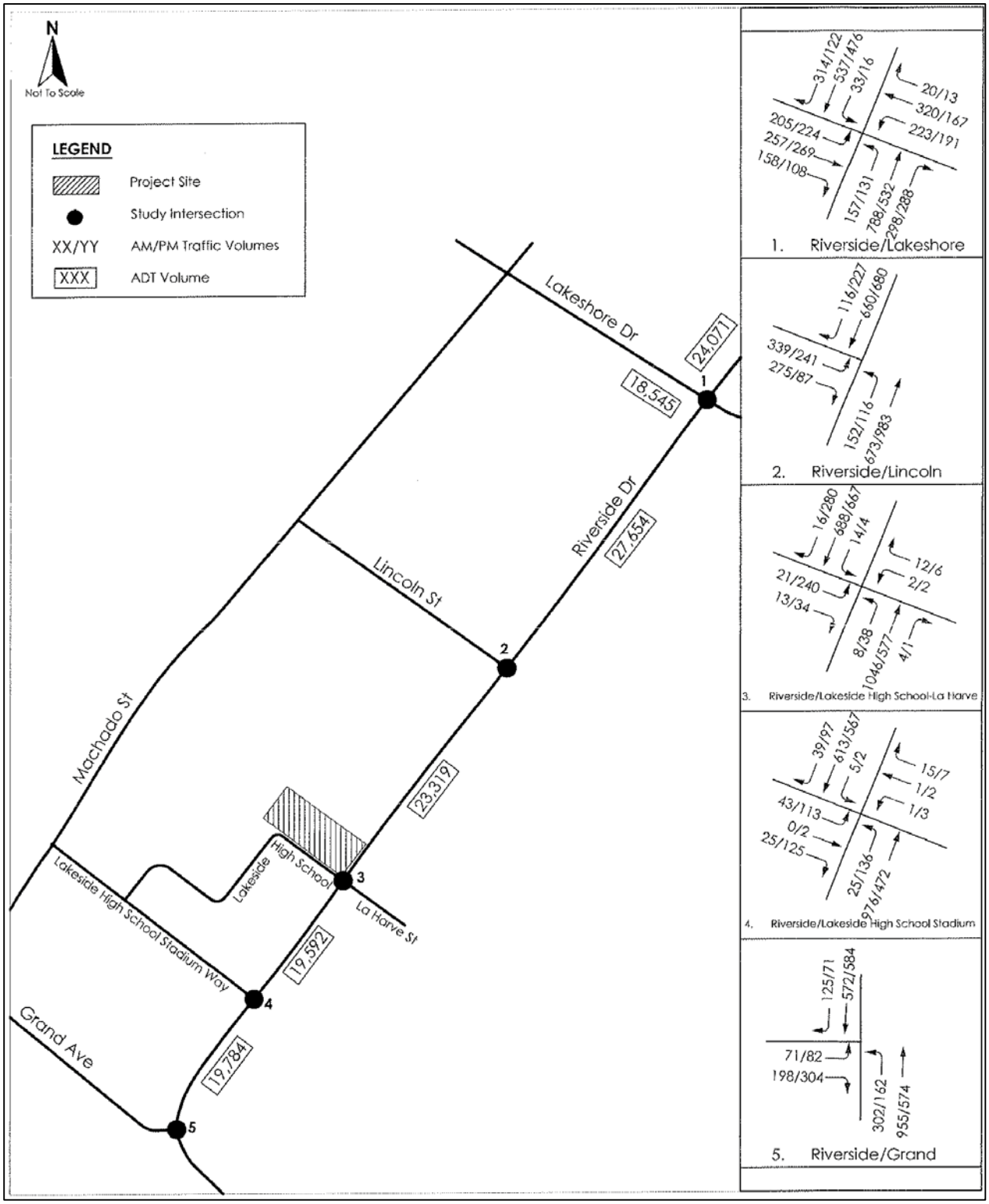
**Table O-1**
**Existing Plus Project Level of Service Summary**

| Intersection | Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Delay (sec) | LOS |
| 1. Riverside Drive/Lakeshore Drive | Signalized | 30.8 | C | 28.5 | C |
| 2. Riverside Drive/Lincoln Street | Signalized | 64.8 | E | 30.5 | C |
| 3. Riverside Drive/Lakeside High School-Le Harve Street | Signalized | 6.0 | A | 14.7 | B |
| 4. Riverside Drive/Lakeside High School-Stadium Way | Signalized | 7.8 | A | 14.9 | B |
| 5. Riverside Drive/Grand Avenue | Stop Controlled (EB) | >50.0 | F | >50.0 | F |

Existing with Ambient Growth Rate (Opening Year 2017) Plus Project Traffic Conditions

Traffic generated by the proposed Project was added to the existing traffic volumes plus a six (6) percent growth factor to determine the Opening Year plus Project condition. Figure O-2, *Opening Year (2017) Plus Project Traffic Volumes*, illustrates the Opening Year plus Project traffic volumes and daily traffic on roadway segments.

**Figure O-2**
**Opening Year (2017) Plus Project Traffic Volumes**



Opening Year 2017 Plus Project Level of Service

Table O-2, *Opening Year Plus Project Level of Service Summary*, provides the results of the existing plus Project LOS analysis during the AM and PM peak hours. As shown in Table O-2, all study area intersections currently operate at acceptable LOS (LOS D or better) with the exception of Riverside Drive/Lincoln Street (LOS E in the AM peak hour) Riverside Drive/Grand Avenue (LOS F in the AM and PM peak hours).

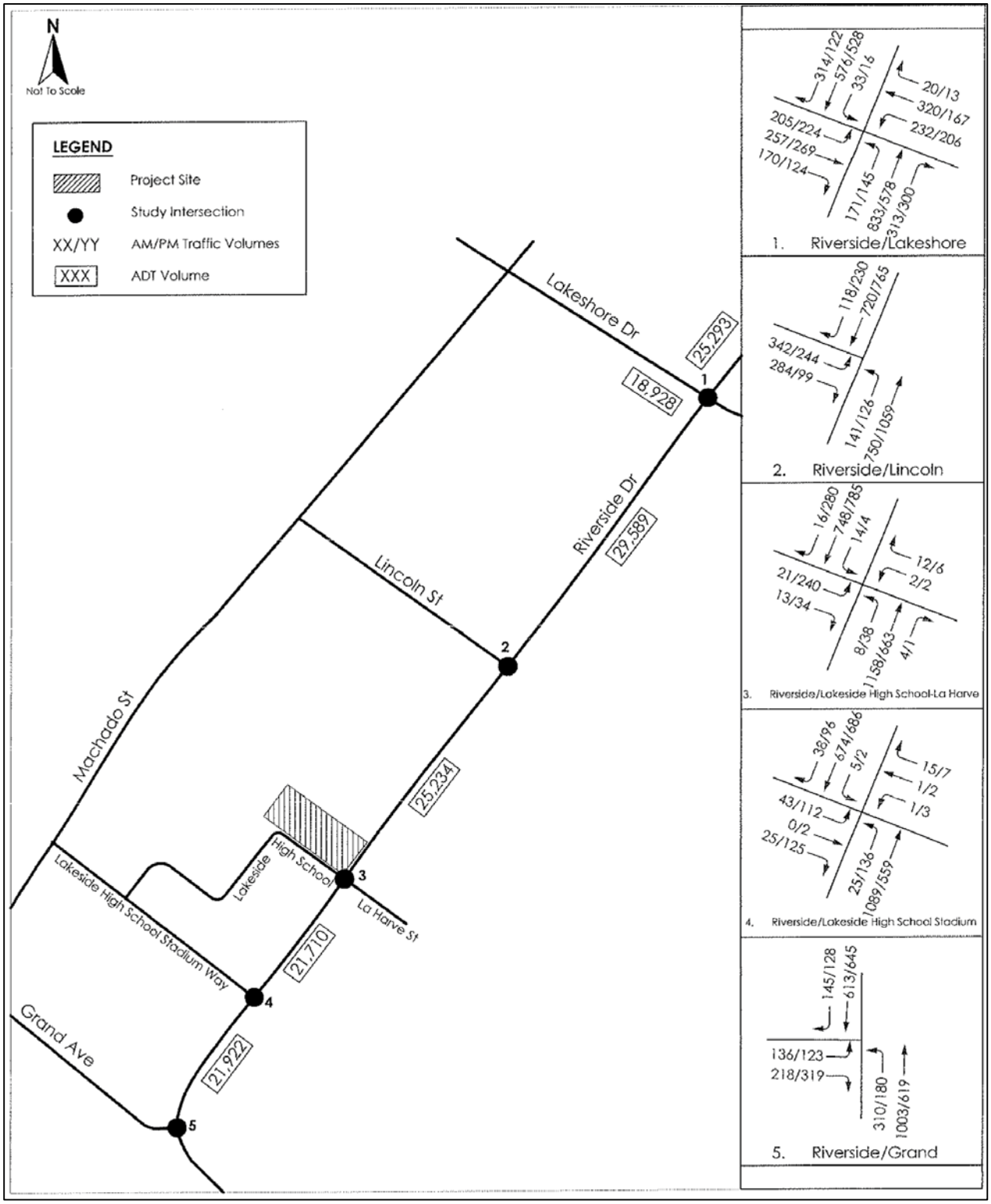
**Table O-2**
**Opening Year plus Project Level of Service Summary**

| Intersection | Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Delay (sec) | LOS |
| 1. Riverside Drive/Lakeshore Drive | Signalized | 27.0 | C | 28.9 | C |
| 2. Riverside Drive/Lincoln Street | Signalized | **74.8** | E | 34.9 | C |
| 3. Riverside Drive/Lakeside High School-Le Harve Street | Signalized | 6.3 | A | 14.6 | B |
| 4. Riverside Drive/Lakeside High School-Stadium Way | Signalized | 7.9 | A | 15.2 | B |
| 5. Riverside Drive/Grand Avenue | Stop Controlled (EB) | **>50.0** | F | **>50.0** | F |

Cumulative Traffic Conditions

Project trips from the three cumulative projects were added to the existing traffic volumes, along with a four percent growth rate, to determine the cumulative traffic volumes. Figure O-3, *Cumulative Traffic Volumes*, illustrates the cumulative AM and PM peak hour volumes at the study area intersections, and the cumulative daily traffic on roadway segments.

**Figure O-3**
**Cumulative Traffic Volumes**



Cumulative Level of Service

Table O-3, *Cumulative Level of Service Summary*, provides the results of the existing plus Project LOS analysis during the AM and PM peak hours. As shown in Table O-3, all study area intersections currently operate at acceptable LOS (LOS D or better) with the exception of Riverside Drive/Lincoln Street (LOS F in the AM peak hour) Riverside Drive/ Grand Avenue (LOS F in the AM and PM peak hours).

**Table O-3**
**Cumulative Level of Service Summary**

| Intersection | Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Delay (sec) | LOS |
| 1. Riverside Drive/Lakeshore Drive | Signalized | 35.7 | D | 31.5 | C |
| 2. Riverside Drive/Lincoln Street | Signalized | 95.0 | F | 44.7 | D |
| 3. Riverside Drive/Lakeside High School-Le Harve Street | Signalized | 6.5 | A | 15.0 | B |
| 4. Riverside Drive/Lakeside High School-Stadium Way | Signalized | 8.0 | A | 15.1 | B |
| 5. Riverside Drive/Grand Avenue | Stop Controlled (EB) | >50.0 | F | >50.0 | F |

Prior to occupancy, the Project developer shall pay fair share contributions as outlined on page 29 of the Project TIA. The fair share contributions should be collected and used to construct the offsite improvements to maintain the acceptable LOS.

In addition, the developer will be required to mitigate any Project impacts by paying its fair share toward the City of Lake Elsinore's Development Impact Fee (DIF) program and the regional Transportation Uniform Mitigation Fee (TUMF) program. These are standard conditions, and are not considered unique mitigation under CEQA. With the inclusion of Mitigation Measure TR-1, and payment of TUMF and DIF, any impacts are anticipated to remain at a less than significant level.

**b) Would the Project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

**Less Than Significant Impact**

The Project will not exceed, when analyzed cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. Please reference the discussion under Item O.a. above. Riverside Avenue in front of the Project site is not designated as a Congestion Management Program (CMP) roadway. Consequently, the Project will not significantly affect the designated CMP road network. As a result, no significant impacts are anticipated. No additional mitigation is required.

**c) Would the Project 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 will 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. None exist on-site or are proximate to this site. No impacts are foreseen; therefore, no mitigation measures are required.

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

**Less Than Significant Impact With Mitigation Incorporation**

The Project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Access and roadway improvements will be designed to comply with design criteria contained in the Caltrans Design Manual and other City requirements and standards. Sight distance and signing and pavement striping to and at the Project driveways will be reviewed at the time of final grading, landscape and street improvement plans. Mitigation Measure TR-2 requires street improvements, signing and striping on Riverside Avenue along the Project frontage shall be installed as directed by Caltrans and the City Prior to occupancy. With the implementation of this mitigation measure, Project impacts will be considered less than. No additional mitigation is required.

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

**No Impact**

The Project has no potential to result in inadequate emergency access. Access to and from the site will be provided via Riverside Avenue (State Route 74). The potential for inadequate emergency access is considered to be minimal and non-significant. As a result, no significant impacts are anticipated and no mitigation is required.

**f) Would the Project result in inadequate parking capacity?**

**No Impact**

On-site parking spaces will be required in accordance with the City's Zoning Code requirements for the proposed uses. Therefore, the Project will not result in inadequate parking capacity. As a result, no impacts are anticipated and no mitigation is required.

**g) Would the Project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

**No Impact**

The General Plan (Figure 2.5, *City of Lake Elsinore Bikeway Plan*) requires that a Class II bikeway be provided along Riverside Avenue 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 Riverside Avenue as part of its route around the west side of Lake Elsinore between Outlet Center and the community of Wildomar.

(www.riversidetransit.com/home/images/stories/DOWNLOADS/ROUTES/008.pdf)

This route offers daily services between the hours of 5:45 a.m. and approximately 7:45 p.m. on weekdays and between the hours of approximately 6:30 a.m. and 6:30 p.m. on weekends. The Project is not in conflict with other transit policies or programs. As a result, no significant impacts are expected and no mitigation is required.

**MITIGATION MEASURES**

TR-1 Prior to occupancy, the Project developer shall pay fair share contributions as outlined on page 29 of

the Project TIA.

TR-2 Prior to occupancy, street improvements, signing and striping for Riverside Avenue shall be installed as directed by Caltrans and the City.

## P. UTILITIES AND SERVICE SYSTEMS

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

**Less Than Significant Impact**

The Santa Ana RWQCB regulates wastewater discharges within the drainage area around Lake Elsinore. The proposed residential Project will be connecting to the wastewater treatment system operated by the EVMWD. As discussed in Sections P.b. and P.e, the sewer services provided by EVMWD are currently available in Riverside Avenue 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 will contribute an additional increment of wastewater flow to EVMWD's wastewater treatment facilities, the Project will also contribute connection fees to address infrastructure impacts and monthly service charges to address operational impacts. As a result, no significant impacts are anticipated and no additional mitigation measures are required. (Urban runoff-related water quality impacts associated with Project construction and operations are discussed in Section H, Hydrology and Water Quality, of this IS/MND).

**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 Elsinore Valley Municipal Water District (EVMWD), which shall provide water and wastewater service to the Project. Pre-Planning Letter No. CRS# 1767 (Appendix H) dated May 15, 2014 indicates that the applicant needs to complete and submit a District Plan Check Application Package, as well as obtain a Will Serve/Service Commitment Letter from EVMWD. The letter states that the developer will be required to pay all applicable District Plan Check, Inspection & Sewer Capacity Fees prior to development. Based on this letter, EVWMD has the capacity and intent to service the water and wastewater needs of the Project.

Therefore, the Project will not 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. As a result, any potential impacts are considered incremental and 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 additional mitigation is required.

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

**Less Than Significant Impact**

The Project will not result in the construction or expansion of new area-wide storm drainage facilities. The Project will connect to the existing drainage facility located immediately adjacent to the site. These connections would convey on-site runoff into the existing drainage system after treatment by the best management practices identified in the Water Quality Management Plan (and discussed in in Section H, Hydrology and Water Quality, of this IS/MND). Since no new or expanded 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**

Reference Response P.B. The Project will 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. 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, the Project will result in an additional increment of demand for wastewater treatment capacity. According to the best available data, there is expected to be sufficient wastewater treatment capacity to handle the additional increment generated by this Project within the existing system. The collection and treatment systems are also addressed in responses P.a and P.b above. Because impacts are minor and incremental, they are considered to be less than significant. Other than the standard mandatory connection and services 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 will 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. The proposed Project will generate demand for solid waste service system capacity.

According to the Section 3.16, "Utilities and Service Systems," of the GP EIR, implementation of the General Plan will result in population increases and increases in commercial, industrial and other non-residential uses which would potentially impact solid waste disposal services and the capacity of landfill facilities that serve the City. As shown in Table 3.16-12, *Projected Increase in Solid Waste Generation – General Plan Buildout – 2030*, of the GPEIR, implementation of the General Plan would generate an additional 719 tons per day of solid waste, or 175,493 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 will result in a minimum of 50 percent of the estimated increase in City's generated solid waste being diverted from landfills.

Therefore, the maximum estimated increase in solid waste that would be placed into landfills at General Plan buildout (2030) would be 87,747 tons per year. This represents approximately 2.1 percent of the current combined daily permitted capacity (25,054 tons per day) of all landfills currently serving the City. Although buildout of the General Plan will 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?**

**Less Than Significant Impact**

The Project will comply with federal, state, and local statutes and regulations related to solid waste. Please refer to Response P.f., above. 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 will comply with all of the applicable requirements and any impacts will be less than significant. No additional mitigation measures are required.

**MITIGATION MEASURES**

None required.

## Q. MANDATORY FINDINGS OF SIGNIFICANCE

The following are Mandatory Findings of Significance in accordance with Section 15065, *Mandatory Findings of Significance*, of the State CEQA Guidelines.

**a-c) 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; 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.); and/or, have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less Than Significant Impact with Mitigation Incorporation**

The proposed Project has been determined to be consistent with the City's General Plan. It can be implemented without causing significant adverse environmental effects with implementation of mitigation measures outlined in the preceding evaluation of environmental issues. The City will require the implementation of mitigation to ensure that potentially significant impacts do not occur to any of the following resource values or physical conditions that occur within the proposed improvements area: aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and transportation/traffic. Based on the data contained in this document and supporting technical studies, the City proposes to issue a Notice of Intent to Adopt a Mitigated Negative Declaration as the appropriate environmental determination to comply with the California Environmental Quality Act.

# V. PERSONS AND ORGANIZATIONS CONSULTED

This section identifies those persons who prepared or contributed to preparation of this document. This section is prepared in accordance with Section 15129, *Organizations and Persons Consulted*, of the State CEQA Guidelines.

## A. CITY OF LAKE ELSINORE

- Justin Kirk, Principal Planner

## B. ENVIRONMENTAL CONSULTANTS

- Vista Environmental (Air Quality, Greenhouse Gasses, and Noise)
- Southern California Geotechnical, Inc. (Geotechnical and Phase 1 Environmental)
- MLB Engineering (Hydrology, Water Quality Management Plan)
- Infrastructure Group, Inc. (Traffic)

## C. OTHER AGENCY REPRESENTATIVES

None.

## MITIGATED NEGATIVE DECLARATION 2016-01– City of Lake Elsinore

*The following Mitigated Negative Declaration is being circulated for public review in accordance with the California Environmental Quality Act Section 21091 and 21092 of the Public Resources Code.*

**Project Name:** Lakepointe Apartments: Residential Design Review (RDR 2014-05).

**Project Applicant:** Lakeside Pointe, LLC, 43414 Business Park Drive, Temecula, CA 92590.

**Project Locations:** Northerly of Grand Avenue, southwesterly of Eisenhower Drive, and known as Assessor's Parcel Number (APN) 379-090-022.

**Project Description:** Lakeside Pointe, LLC (Project proponent) is proposing to implement a 150-unit multi-family Project with associated recreational amenities – tot lot, swimming pool, and clubhouse on an approximate 8.27-acre site, located within the City of Lake Elsinore, western Riverside County, California. Residential Design Review 2014-05 allows for 150 multi-family units, associated landscaping, parking, as well as recreational uses on the entire approximately 8.27-acre proposed Project site, for an overall Project density of approximately 18.14 dwelling units per acre.

**FINDING**

**This is to advise that the City of Lake Elsinore, acting as the lead agency, has conducted an Initial Study to determine if the Project may have a significant effect on the environmental and is proposing this Mitigated Negative Declaration based upon the following findings:**

☒ The Initial Study identifies potentially significant effects but:

(1) Proposals made or agreed to by the applicant before this proposed Mitigated Negative Declaration was released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur.

(2) There is no substantial evidence before the agency that the Project may have a significant effect on the environment.

(3) Mitigation measures are required to ensure all potentially significant impacts are reduced to a less than significance level.

A MITIGATED NEGATIVE DECLARATION will be prepared.

**If adopted, the Mitigated Negative Declaration means that an Environmental Impact Report will not be required. Reasons to support this finding are included in the attached Initial Study. The Project file and all related documents are available for review at the City of Lake Elsinore, Planning Division, 130 South Main Street, Lake Elsinore, CA 92530.**

**NOTICE**

**The public is invited to comment on the proposed Mitigated Negative Declaration during the review period.**

**7-1-16**

**Date of Determination**

**Justin Kirk for Grant Taylor,**
**Director of Community Development**

# ATTACHMENT A - FIGURES

**FIGURE 1**
**VICINITY MAP**

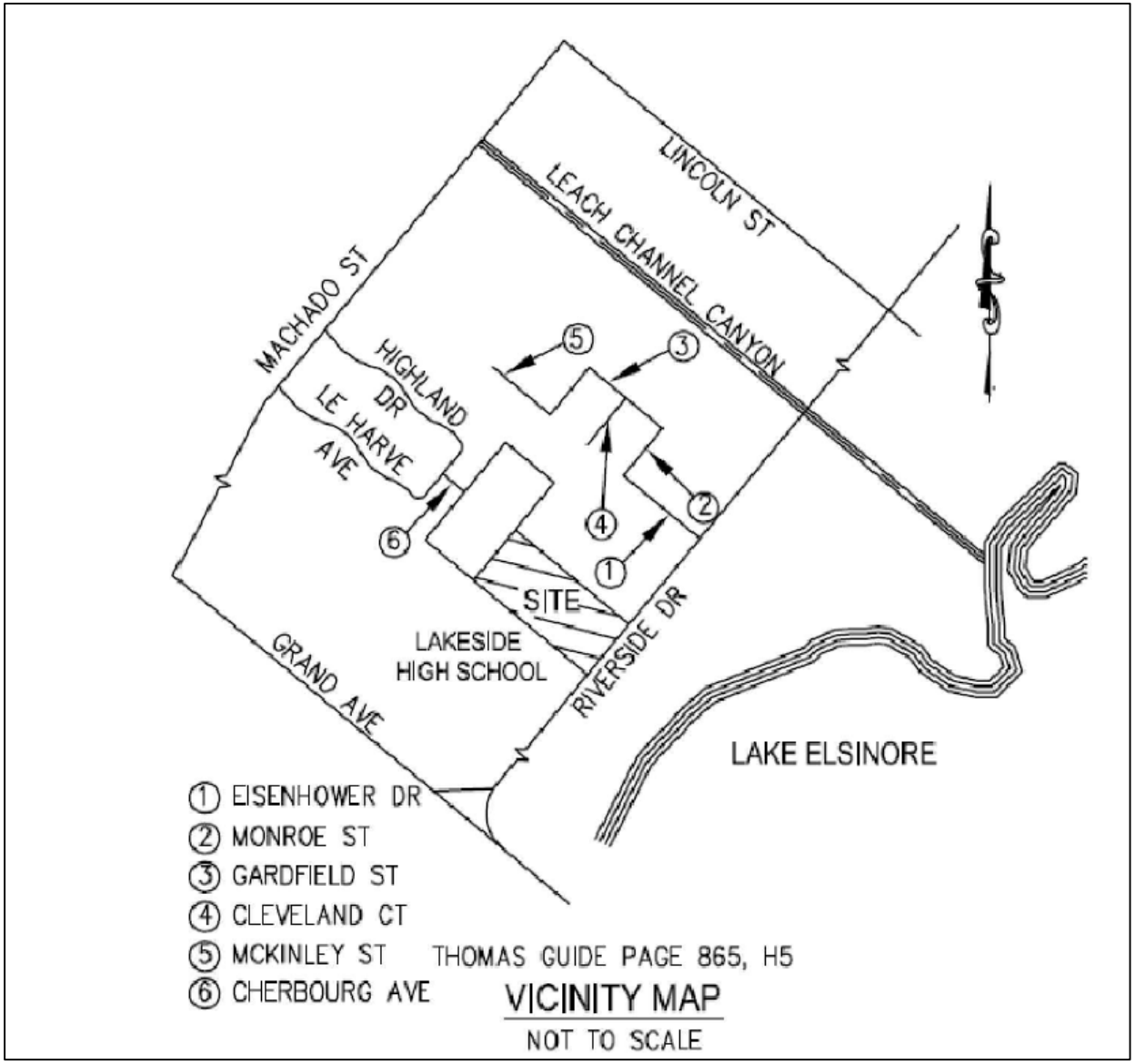


**FIGURE 2**
**RESIDENTIAL DESIGN REVIEW 2014-05 SITE PLAN**

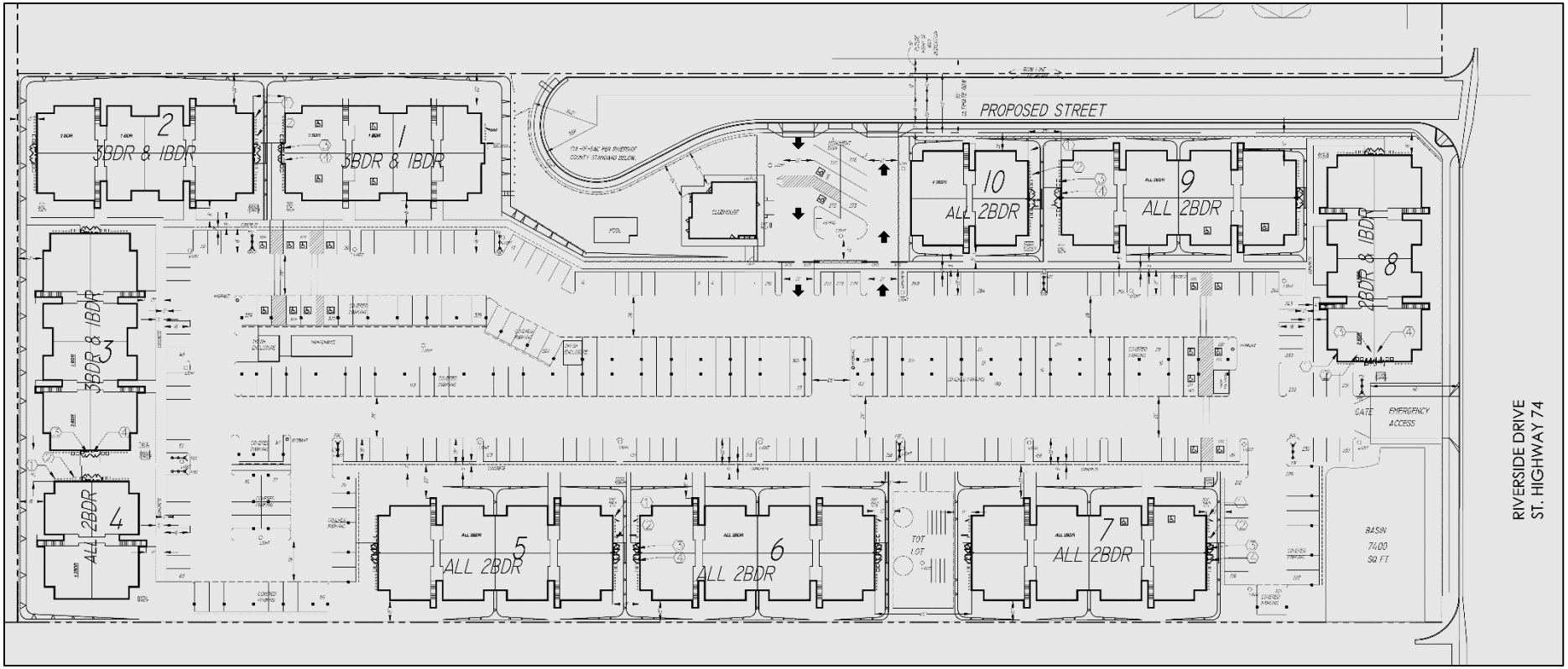


**FIGURE 3a**
**RESIDENTIAL DESIGN REVIEW 2014-05 ELEVATIONS**


REAR ELEVATION


RIGHT ELEVATION

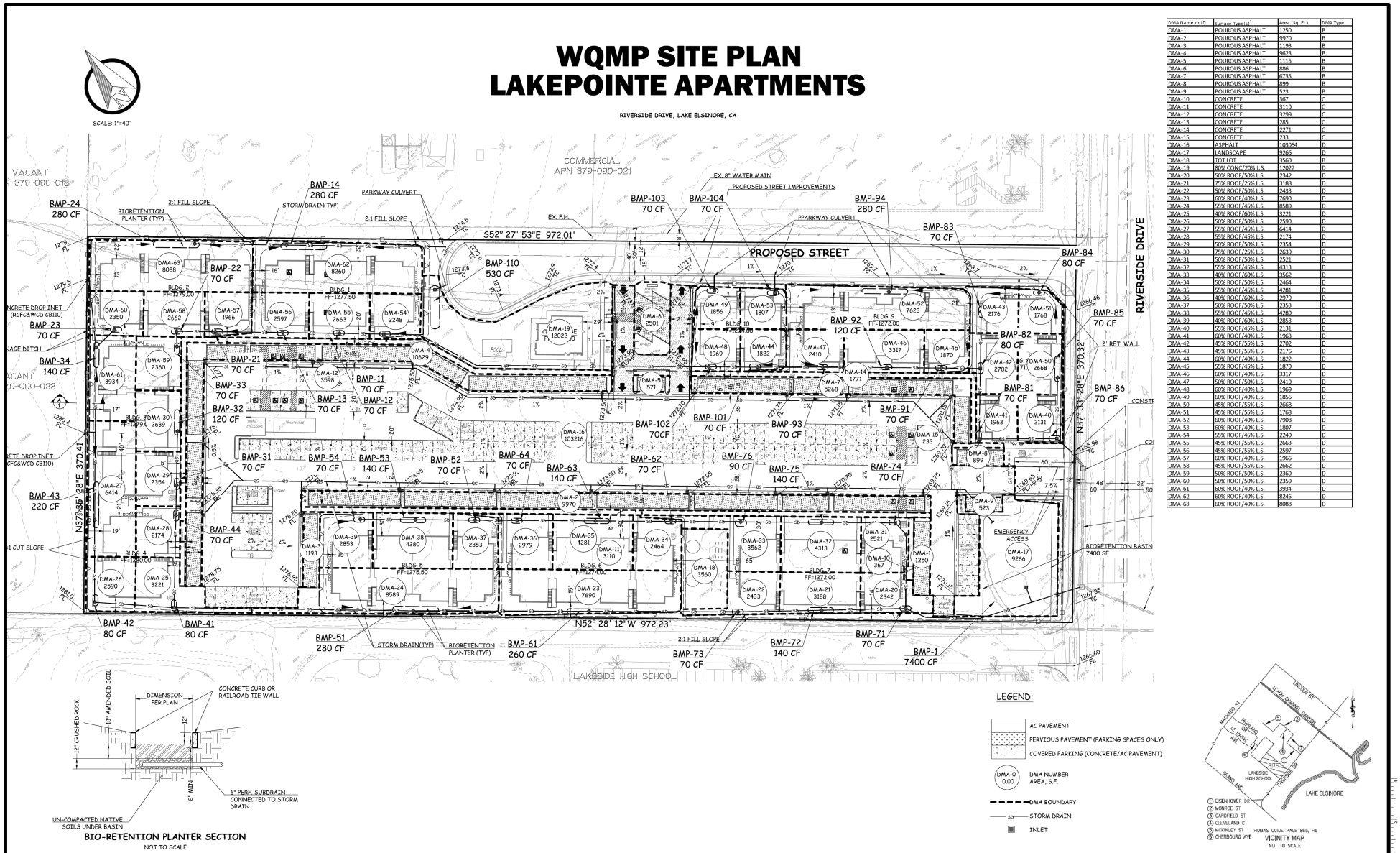
**FIGURE 3b**
**RESIDENTIAL DESIGN REVIEW 2014-05 ELEVATIONS**


FRONT ELEVATION


LEFT ELEVATION

# FIGURE 4

## PRELIMINARY WQMP POST-CONSTRUCTION BMP SITE PLAN




| DMA Name or ID | Surface Type(s)[1] | Area (Sq. Ft.) | DMA Type |
|---|---|---|---|
| DMA-1 | POUROUS ASPHALT | 1250 | B |
| DMA-2 | POUROUS ASPHALT | 9970 | B |
| DMA-3 | POUROUS ASPHALT | 1193 | B |
| DMA-4 | POUROUS ASPHALT | 9623 | B |
| DMA-5 | POUROUS ASPHALT | 1115 | B |
| DMA-6 | POUROUS ASPHALT | 886 | B |
| DMA-7 | POUROUS ASPHALT | 6735 | B |
| DMA-8 | POUROUS ASPHALT | 899 | B |
| DMA-9 | POUROUS ASPHALT | 523 | B |
| DMA-10 | CONCRETE | 367 | C |
| DMA-11 | CONCRETE | 3110 | C |
| DMA-12 | CONCRETE | 3299 | C |
| DMA-13 | CONCRETE | 285 | C |
| DMA-14 | CONCRETE | 2271 | C |
| DMA-15 | CONCRETE | 233 | C |
| DMA-16 | ASPHALT | 103064 | D |
| DMA-17 | LANDSCAPE | 9266 | D |
| DMA-18 | TOT LOT | 3560 | B |
| DMA-19 | 80% CONC/20% L.S. | 12022 | D |
| DMA-20 | 50% ROOF/50% L.S. | 2342 | D |
| DMA-21 | 75% ROOF/25% L.S. | 3188 | D |
| DMA-22 | 50% ROOF/50% L.S. | 2433 | D |
| DMA-23 | 60% ROOF/40% L.S. | 7690 | D |
| DMA-24 | 55% ROOF/45% L.S. | 8589 | D |
| DMA-25 | 40% ROOF/60% L.S. | 3221 | D |
| DMA-26 | 50% ROOF/50% L.S. | 2590 | D |
| DMA-27 | 55% ROOF/45% L.S. | 6414 | D |
| DMA-28 | 55% ROOF/45% L.S. | 2174 | D |
| DMA-29 | 50% ROOF/50% L.S. | 2354 | D |
| DMA-30 | 75% ROOF/25% L.S. | 2639 | D |
| DMA-31 | 50% ROOF/50% L.S. | 2521 | D |
| DMA-32 | 55% ROOF/45% L.S. | 4313 | D |
| DMA-33 | 40% ROOF/60% L.S. | 3562 | D |
| DMA-34 | 50% ROOF/50% L.S. | 2464 | D |
| DMA-35 | 55% ROOF/45% L.S. | 4281 | D |
| DMA-36 | 40% ROOF/60% L.S. | 2979 | D |
| DMA-37 | 50% ROOF/50% L.S. | 2353 | D |
| DMA-38 | 55% ROOF/45% L.S. | 4280 | D |
| DMA-39 | 40% ROOF/60% L.S. | 2853 | D |
| DMA-40 | 55% ROOF/45% L.S. | 2131 | D |
| DMA-41 | 60% ROOF/40% L.S. | 1963 | D |
| DMA-42 | 45% ROOF/55% L.S. | 2702 | D |
| DMA-43 | 45% ROOF/55% L.S. | 2176 | D |
| DMA-44 | 60% ROOF/40% L.S. | 1822 | D |
| DMA-45 | 55% ROOF/45% L.S. | 1870 | D |
| DMA-46 | 60% ROOF/40% L.S. | 3317 | D |
| DMA-47 | 50% ROOF/50% L.S. | 2410 | D |
| DMA-48 | 60% ROOF/40% L.S. | 1969 | D |
| DMA-49 | 60% ROOF/40% L.S. | 1856 | D |
| DMA-50 | 45% ROOF/55% L.S. | 2668 | D |
| DMA-51 | 45% ROOF/55% L.S. | 1768 | D |
| DMA-52 | 60% ROOF/40% L.S. | 7908 | D |
| DMA-53 | 60% ROOF/40% L.S. | 1807 | D |
| DMA-54 | 55% ROOF/45% L.S. | 2240 | D |
| DMA-55 | 45% ROOF/55% L.S. | 2663 | D |
| DMA-56 | 45% ROOF/55% L.S. | 2597 | D |
| DMA-57 | 60% ROOF/40% L.S. | 1966 | D |
| DMA-58 | 45% ROOF/55% L.S. | 2662 | D |
| DMA-59 | 50% ROOF/50% L.S. | 2360 | D |
| DMA-60 | 50% ROOF/50% L.S. | 2350 | D |
| DMA-61 | 60% ROOF/40% L.S. | 3934 | D |
| DMA-62 | 60% ROOF/40% L.S. | 8246 | D |
| DMA-63 | 60% ROOF/40% L.S. | 8088 | D |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| MARK | BY | DATE | REVISIONS | APPR. | DATE | ENGINEER | COUNTY |

SEAL ENGINEER

MLB Engineering
*Professional Civil Engineers and Land Surveyors*
804 South Live Oak Park Road, Fallbrook, CA 92028
Phone: 760 731-6603 FAX 760 897-2165
E-Mail: MLBenesh@sbcbell.net

PREPARED BY: 1/12/2016
MICHAEL L. BENESH, RCE 37893 DATE

OWNER:
LAKESIDE POINTE, LLC
43414 BUSINESS PARK DRIVE
TEMECULA, CA 92590

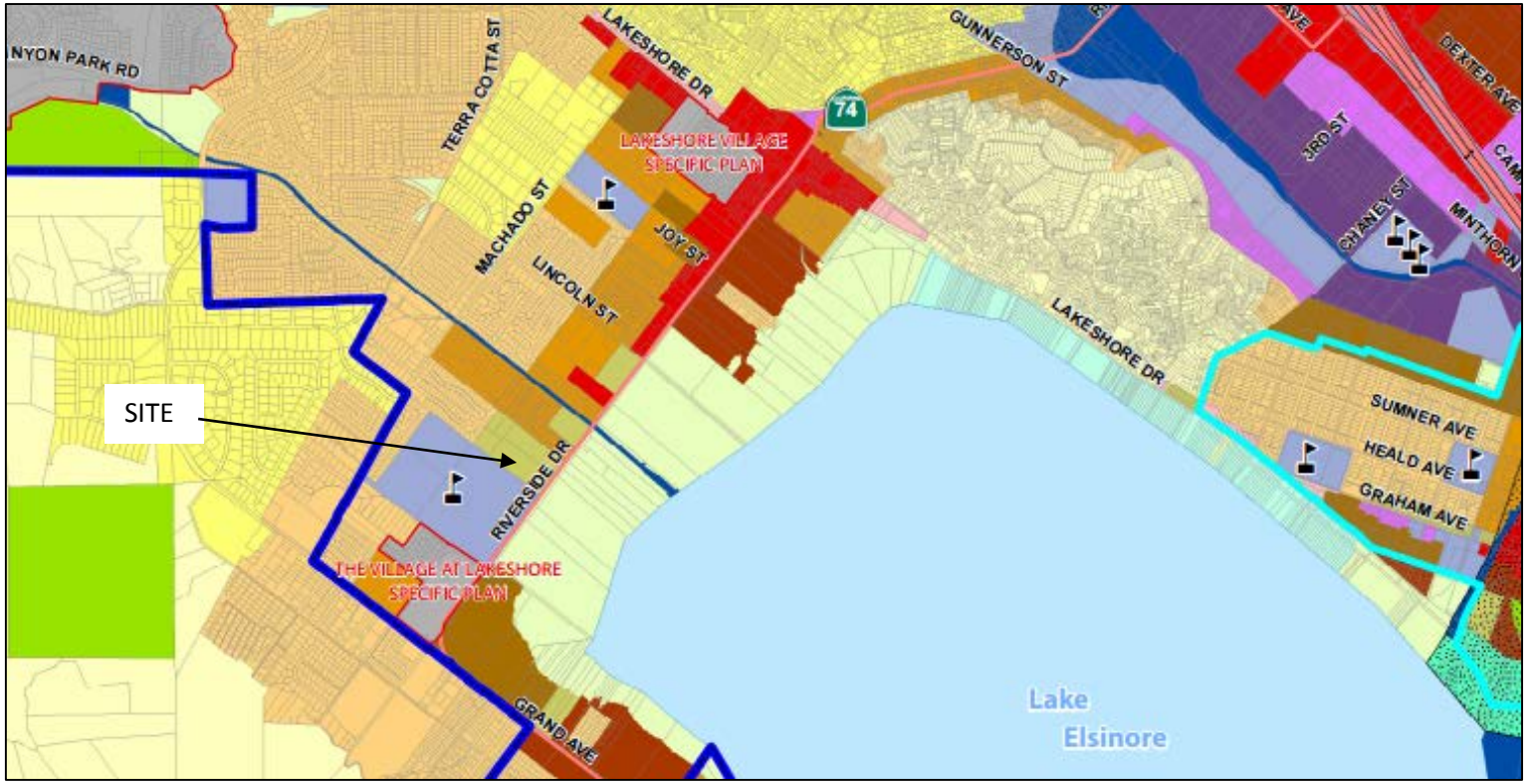
BENCHMARK: CALTRANS BM 13-B-93
DESCRIPTION:
CAL D.O.T. BRASS DISK IN W'LY CURB
RIVERSIDE DR.(RTE. 74) OPPOSITE FIRE
HYDRANT, 29 FT N'LY OF 40' D/W/ 31461
RIVERSIDE DR. AND 365 FT N'LY OF JOY ST.
ELEVATION : 1279.26 FEET (NAVD 88)
SCALE:

CITY OF LAKE ELSINORE
PRELIMINARY WQMP SITE PLAN
LAKEPOINTE APARTMENTS
RIVERSIDE DRIVE, LAKE ELSINORE, CA

SHEET NO. 1 OF 1 SHEETS

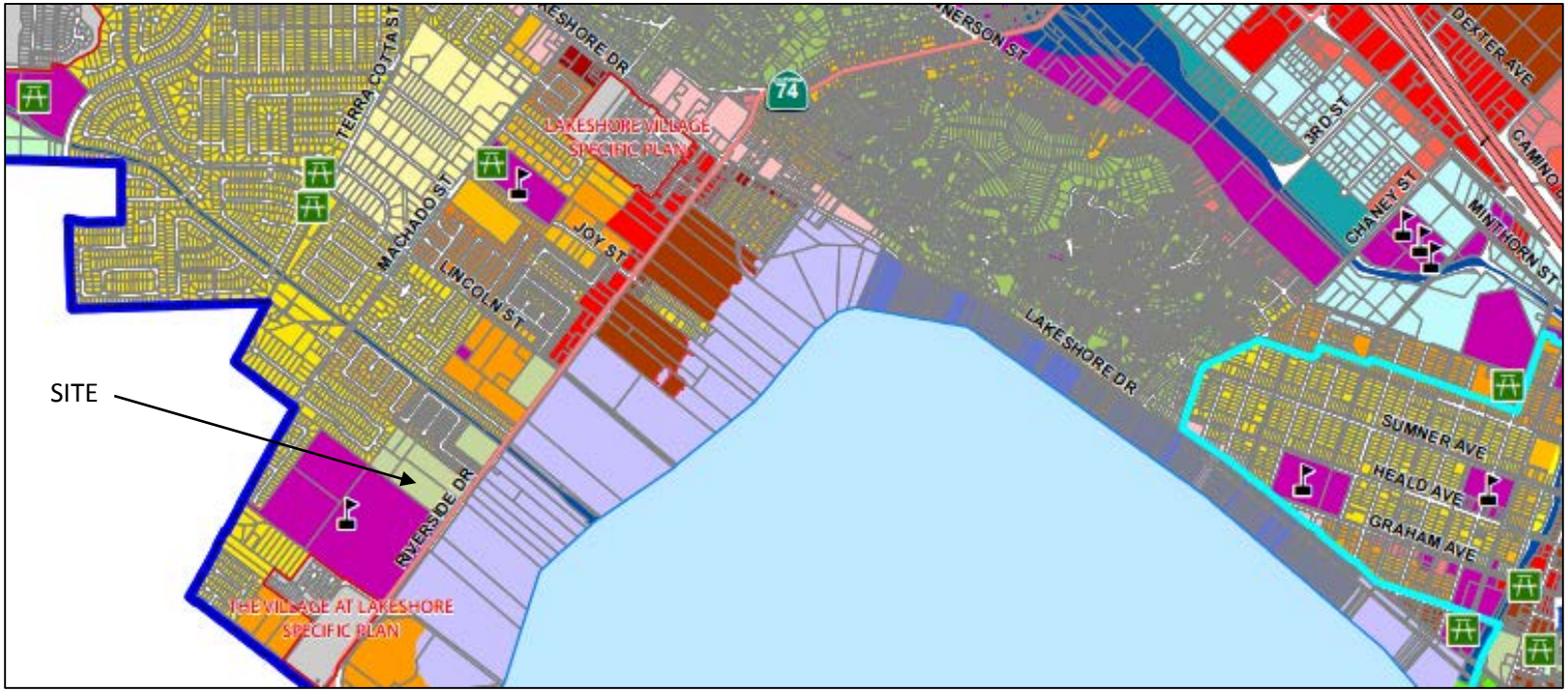
FOR: W.O. FILE NO.

**FIGURE 5**
**GENERAL PLAN MAP**




| | | |
|---|---|---|
| Sphere of Influence | Floodway | Hillside Residential |
| City Boundary | Business Professional | Low Density Residential |
| Specific Plan Boundaries | Limited Industrial | Low-Medium Residential |
| Historic Downtown District Boundary | General Commercial | Medium Density Residential |
| Auto Mall Overlay | Neighborhood Commercial | High Density Residential |
| Extractive Overlay | Tourist Commercial | Recreational |
| Main Street Overlay | Gateway Commercial | Downtown Recreational |
| Interstate 15 | Commercial Mixed Use | Open Space |
| Highway 74 | Residential Mixed Use | Public Institutional |
| City Hall | Lakeside Residential | Specific Plan |
| Schools | | |

**FIGURE 6**
**ZONING MAP**




## CITY LAYERS

- City Boundary
- Specific Plan Boundaries
- Historic Downtown District Boundary
- Interstate 15
- Highway 74
- City Hall
- Schools
- Parks

N
W E
S

## CITY ZONING

- RMR - Rural Mountainous Residential
- RH - Hillside Single Family Residential
- RR - Rural Residential
- RE - Residential Estate
- R1 - Single Family Residential
- R2 - Medium Density Residential
- R3 - High Density Residential
- MC - Mobile Home Community
- RMU - Residential Mixed Use
- CMU - Commercial Mixed Use
- C1 - Neigborhood Commercial
- C2 - General Commercial
- CM - Commercial Manufacturing
- CO - Commercial Office
- CP - Commercial Park
- BP - Business Professional
- M1 - Limited Manufacturing
- M2 - General Manufacturing
- M3 - Mineral Resources/Related Manufacturing
- L - Lakeshore
- PI - Public/Institutional
- F - Floodway
- OS - Open Space
- R - Recreation
- SP - Specific Plan
- SPA - Specific Plan Area

**FIGURE 7**
**AERIAL PHOTO**

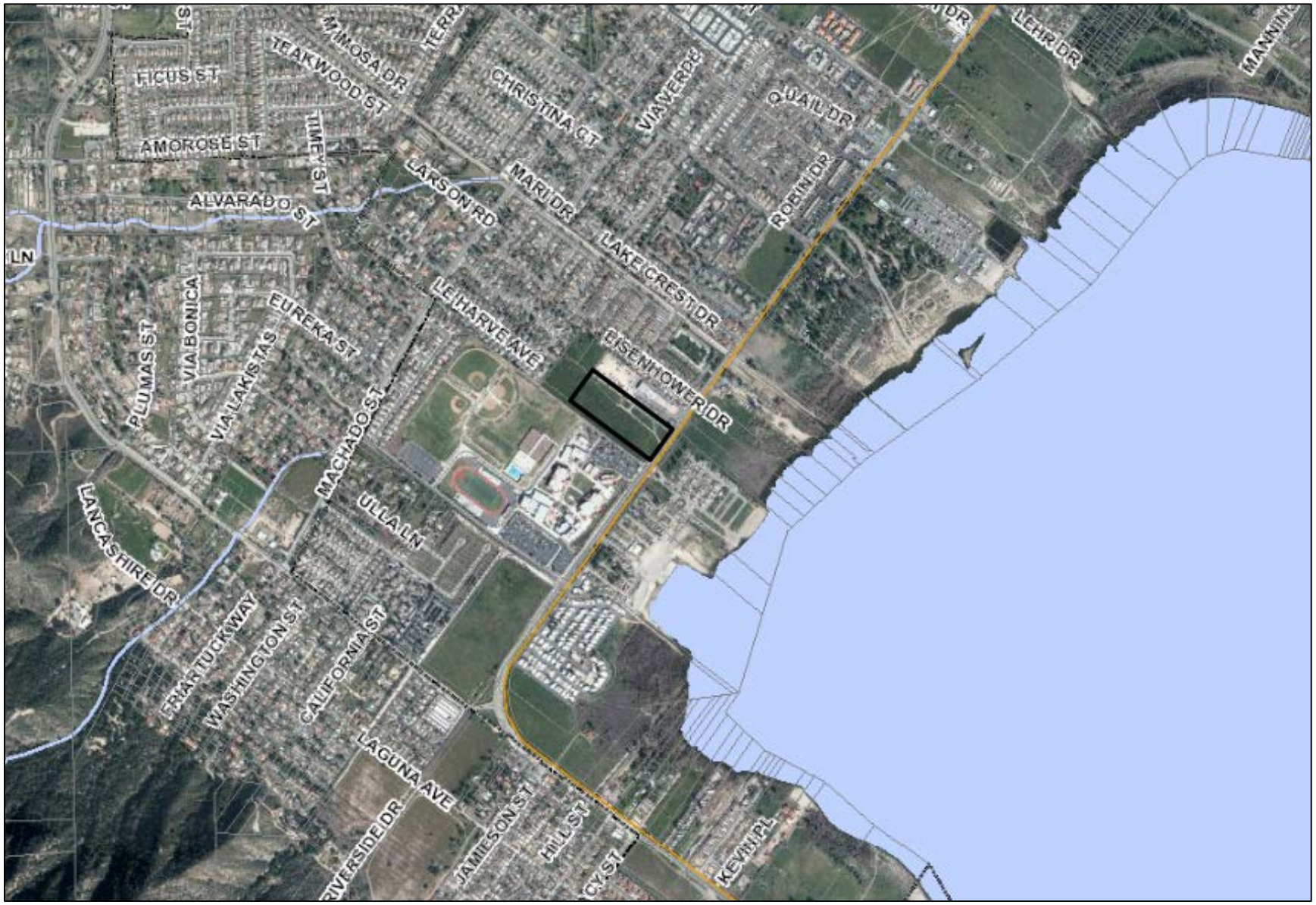
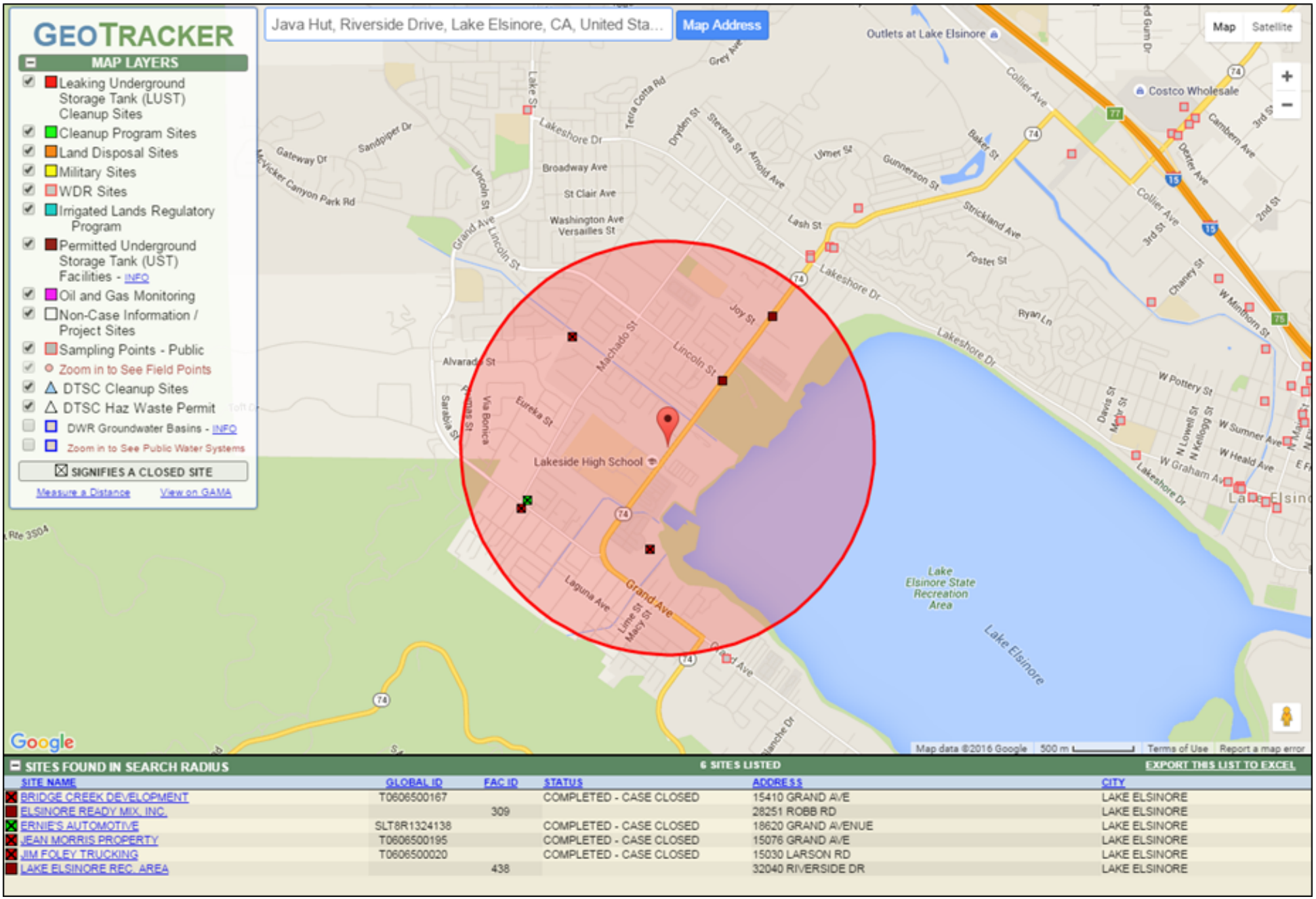


**FIGURE 8**

**GEOTRACKER SITE**

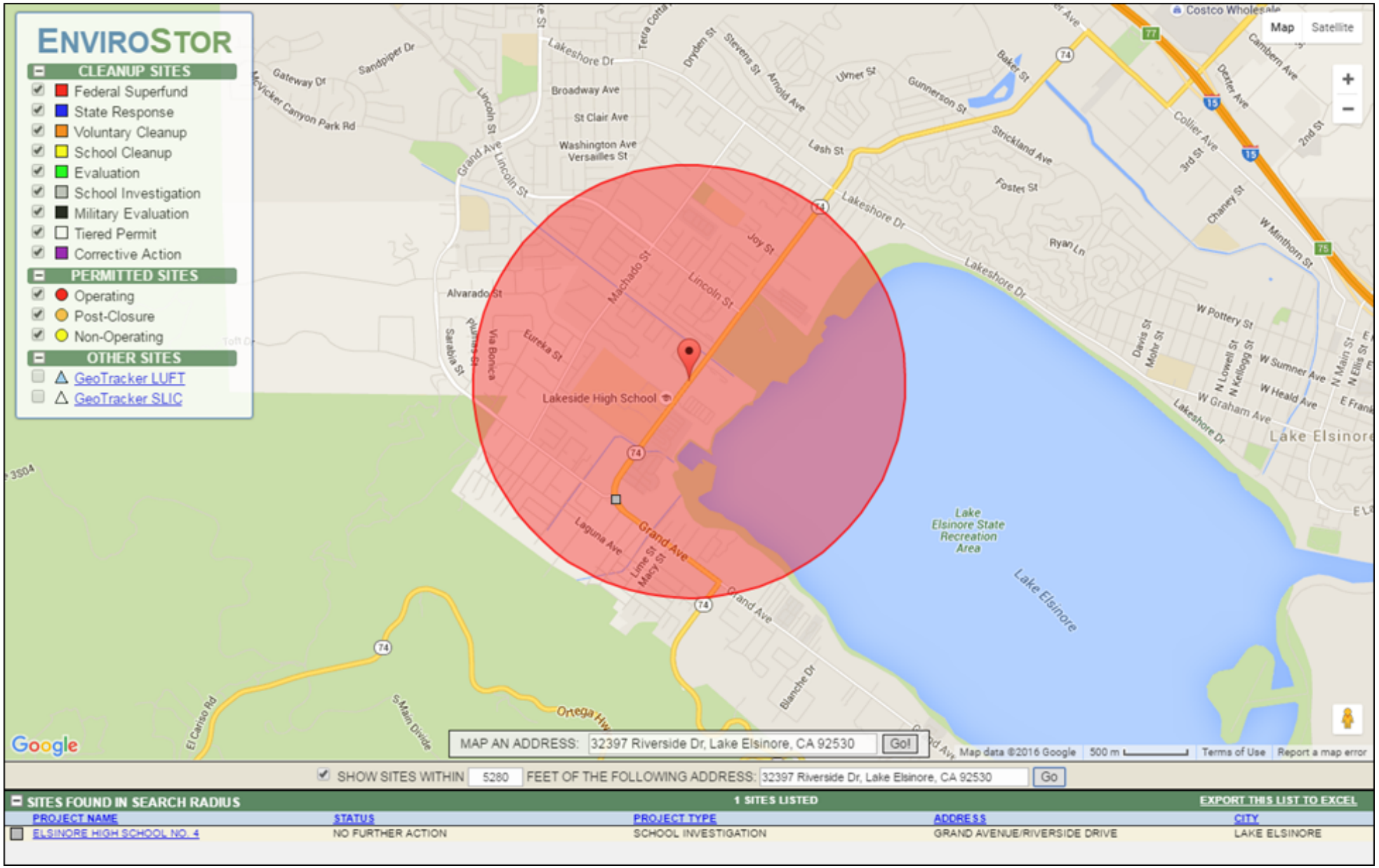



**SITES FOUND IN SEARCH RADIUS** — 6 SITES LISTED — EXPORT THIS LIST TO EXCEL

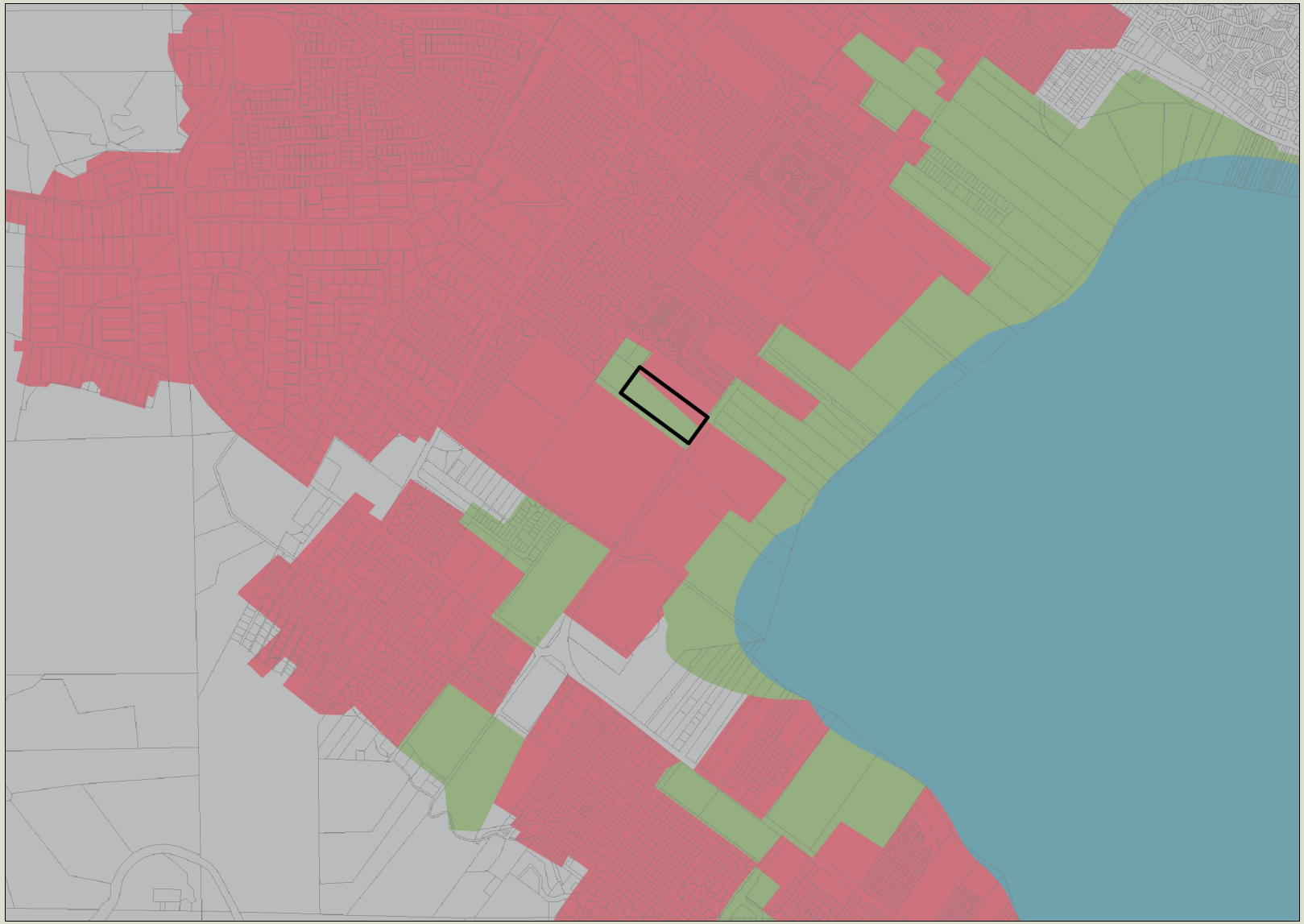
| SITE NAME | GLOBAL ID | FAC ID | STATUS | ADDRESS | CITY |
|---|---|---|---|---|---|
| BRIDGE CREEK DEVELOPMENT | T0606500167 | | COMPLETED - CASE CLOSED | 15410 GRAND AVE | LAKE ELSINORE |
| ELSINORE READY MIX, INC. | | 309 | | 28251 ROBB RD | LAKE ELSINORE |
| ERNIE'S AUTOMOTIVE | SLT8R1324138 | | COMPLETED - CASE CLOSED | 18620 GRAND AVENUE | LAKE ELSINORE |
| JEAN MORRIS PROPERTY | T0606500195 | | COMPLETED - CASE CLOSED | 15076 GRAND AVE | LAKE ELSINORE |
| JIM FOLEY TRUCKING | T0606500020 | | COMPLETED - CASE CLOSED | 15030 LARSON RD | LAKE ELSINORE |
| LAKE ELSINORE REC. AREA | | 438 | | 32040 RIVERSIDE DR | LAKE ELSINORE |

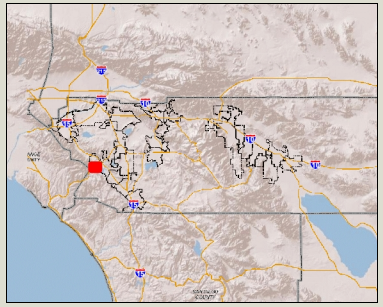
**FIGURE**

**ENVIROSTOR SITE**



# FIGURE 1
# FARMLAN





## Legend

- Airports
- Farmland
  - <all other values>
  - GRAZING LAND
  - LOCAL IMPORTANCE
  - NOT MAPPED
  - OTHER LANDS
  - PRIME FARMLAND
  - STATEWIDE IMPORTANCE
  - UNIQUE FARMLAND
  - URBAN-BUILT UP LAND
  - WATERBODIES
- Intake Boundaries
  - <all other values>
  - NO
  - UNKNOWN
  - YES
- Historic Preservation Districts I
- City Boundaries
- Cities
- roadsanno
- highways
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - OFFRAMP
  - ONRAMP

0 2,130 4,259 Feet

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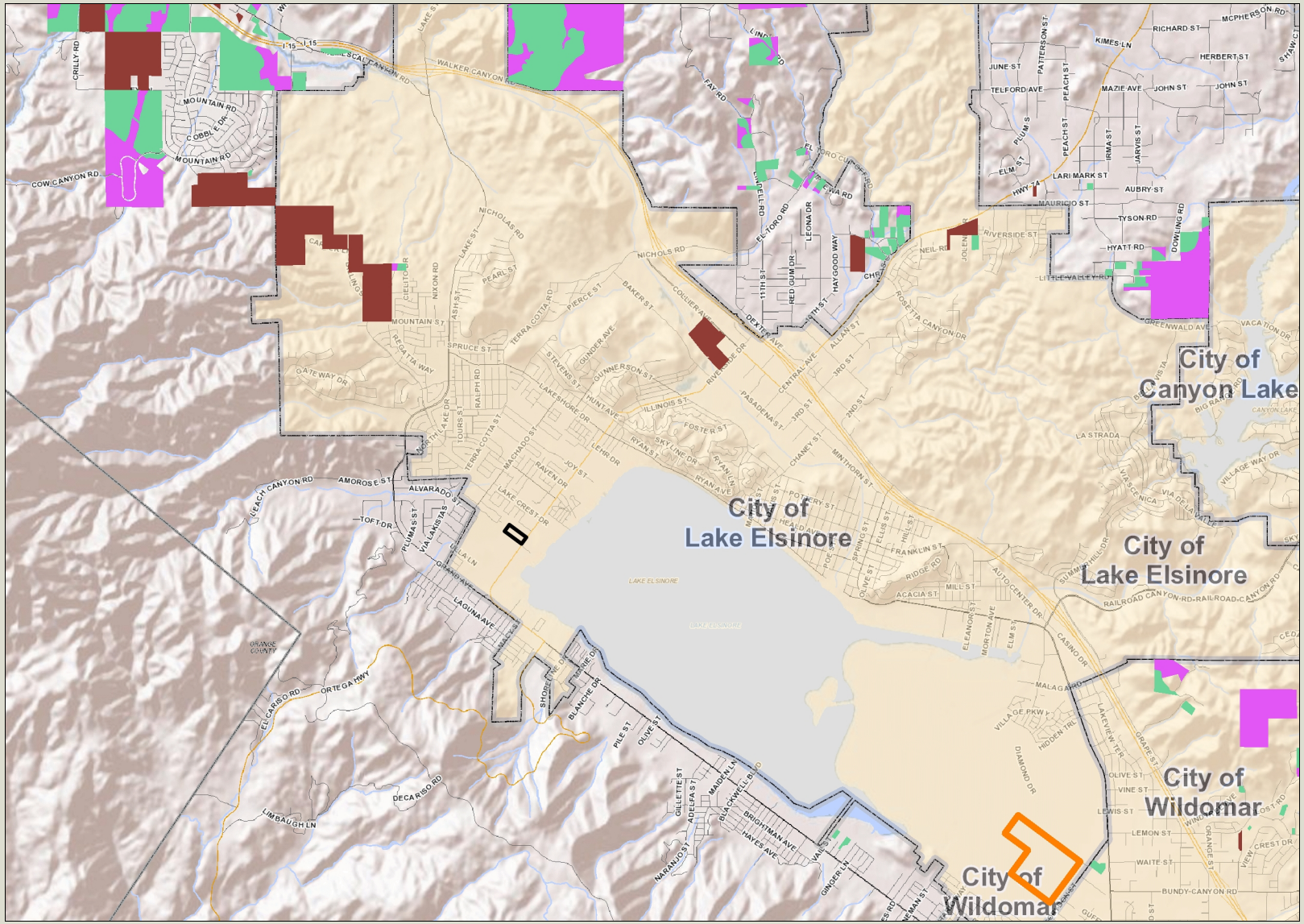
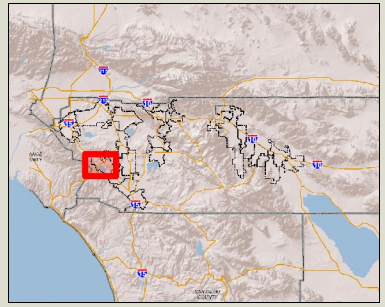
## Notes

# FIGURE 11
# AGRICULTURAL PRESERVE/WILLIAMSON ACT



## Legend

- Agricultural Preserve
- Airports
- Intake Boundaries
  - <all other values>
  - NO
  - UNKNOWN
  - YES
- Historic Preservation Districts I
- City Boundaries
- Cities
- adjacent_highways
  - Interstate
  - Interstate 3
  - State Highways; 60
  - State Highways 3
  - US HWY
  - OUT
- highways_large
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - USHWY
- counties
- cities

0 8,519 17,037 Feet

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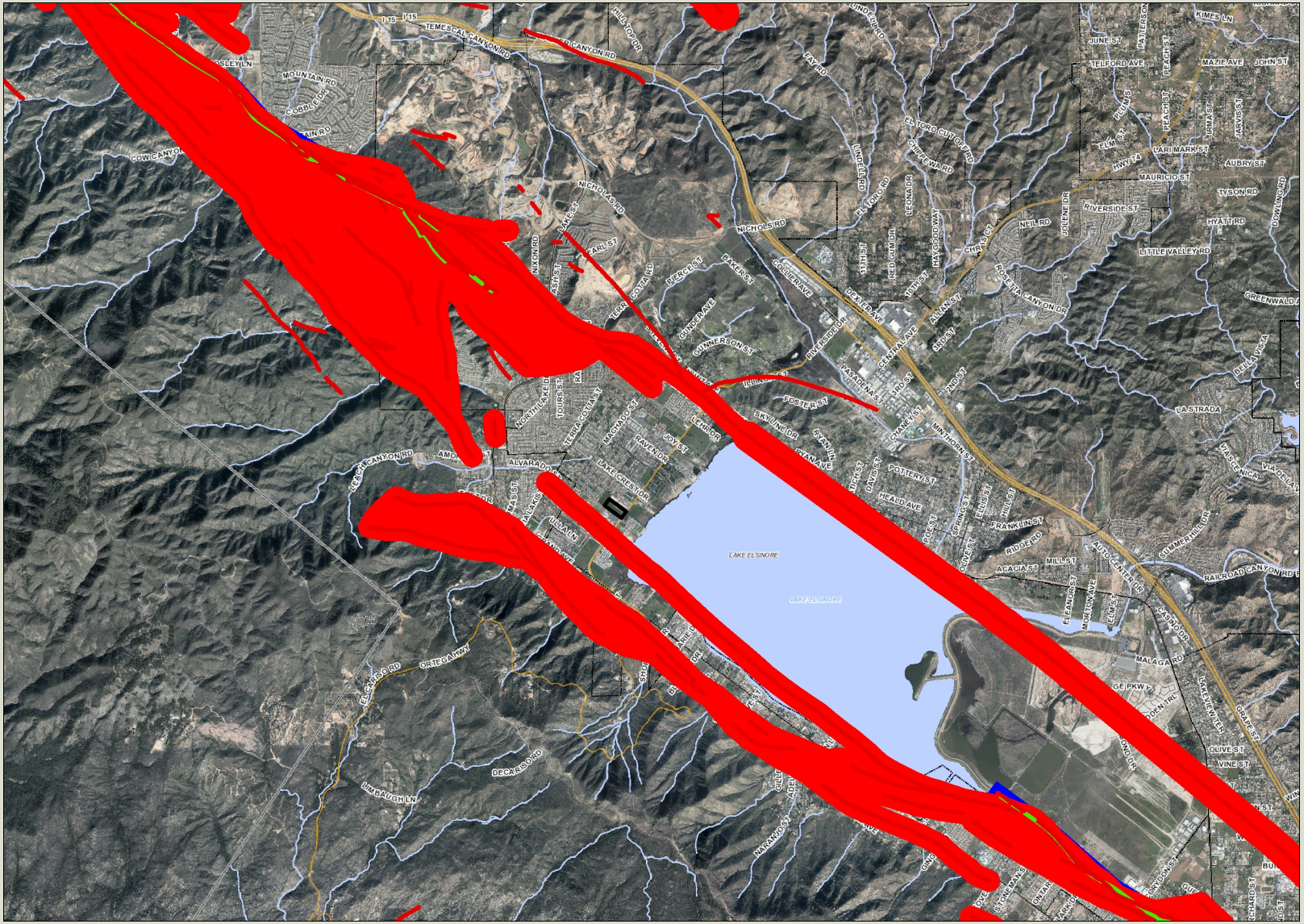
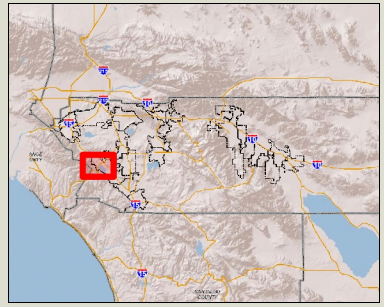
## Notes

# FIGURE 1
# FAULT ONE



## Legend

**Faults**
- <all other values>
- ALQUIST-PRIOLO
- RIVERSIDE COUNTY

**Fault Zones**
- <all other values>
- COUNTY FAULT ZONE
- ELSINORE FAULT ZONE
- SAN ANDREAS FAULT ZONE
- SAN JACINTO FAULT ZONE

**adjacent_highways**
- Interstate
- Interstate 3
- State Highways; 60
- State Highways 3
- US HWY
- OUT

**highways_large**
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY

- counties
- cities

0 8,519 17,037 Feet

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