

DRAFT

**Environmental Review No. 2017-03
(INITIAL STUDY/MITIGATED NEGATIVE DECLARATION)
Tigé Watersports
(PA 2016-113, IDR 2016-03, CUP 2017-03)
Project Location
Lake Elsinore, Riverside County, California**

Prepared for:

**City of Lake Elsinore
130 S Main St
Lake Elsinore, CA 92530**

Prepared by:

**GEOVIRONMENT CONSULTING
630 W 7th Street
San Jacinto, CA 92583**

January 25, 2018

Table of Contents

Environmental Checklist.....	iii
Environmental Impacts	1
I. Aesthetics	1
II. Agriculture and Forestry Resources	3
III. Air Quality	5
IV. Biological Resources	10
V. Cultural Resources	18
VI. Geology	25
VII. Greenhouse Gas Emissions	28
VIII. Hazards and Hazardous Materials	30
IX. Hydrology and Water Quality	34
X. Land Use/Planning	39
XI. Mineral Resources.....	40
XII. Noise	41
XIII. Population and Housing	45
XIV. Public Services	46
XV. Recreation.....	48
XVI. Transportation/Traffic	49
XVII. Tribal Cultural resources	52
XVIII. Utilities and Service Systems	53
XIX. Mandatory Findings of Significance	56
XX. List of Preparers	58
References	59

Appendix A – Air Quality/Greenhouse Gas Report
 Appendix B – Biological Habitat Assessment Report
 Appendix C – Cultural Resources Report
 Appendix D – Noise Study Report
 Appendix E – Phase One Site Assessment
 Appendix F – Project Specific Water Quality Management Plan
 Appendix G – Traffic Impact Assessment Scoping Agreement

List of Figures

Figure 1 – Project Vicinity	v
Figure 2 – Project Location	vi
Figure 3 – Site Plan.....	vii

List of Tables

Table 1 - Estimated Construction Emissions	6
Table 2 - Estimated Operational Emissions.....	7
Table 3 - Construction Localized Impacts Analysis	8
Table 4 - Estimated Operational Localized Impacts Analysis	9
Table 5 - Estimated Project GHG Emissions.....	28

ENVIRONMENTAL CHECKLIST

1. Project Title:

Tigé Watersports

2. Lead Agency Name and Address:

City of Lake Elsinore
130 S. Main Street
Lake Elsinore, CA 92530

3. Contact Person and Phone Number:

Damaris Abraham
Senior Planner
130 S. Main Street
Lake Elsinore, CA 92530
Phone: (951) 674-3124

4. Project Location:

Northwest side of Riverside Drive and Southwest of Collier Avenue in the City of Lake Elsinore, County of Riverside, Assessor's Parcel Number [APN] 378-030-031.
33°41'41.5"N 117°20'49.2"W

5. Proponent's Name and Address:

Tigé Watersports
17995 Collier Ave
Lake Elsinore, CA 92530

6. General Plan Designation:

Limited Industrial (LI) (0.45 FAR)

7. Zoning:

Commercial Manufacturing (C-M)

8. Description of project:

The Tigé Watersports project (Project) is proposing to establish a boat sales, service, and assembly facility that involves the construction of a 25,682 square foot building, and a 9,800 square foot storage building with 66 parking spaces, 44,142 square foot paved area, and 18,469 square foot landscaped area on a lot that is approximately 2.78 acres. The 25,682 square foot building will include office areas along with a service area, manufacturing and assembly area, and show room associated with boat manufacturing and sales. The building will be constructed to a height of 30 feet with two (2) stories. The 9,800 square foot accessory building will be located in the rear and will be used as a temporary boat storage facility to store boats during repair, maintenance or extended repairs.

The boat assembly area within the main building will include a fiberglass hull build-up area with a paint spray booth, a resin room, and a boat superstructure assembly area using wood, fiberglass,

foam, fabrics, engines and steering mechanisms. Boat assembly will involve the use of gelcoat, resins, motor oil, and cleaning materials.

The ground level will be landscaped around the front and along the sides. The proposed Project will have a paved parking lot with 66 parking spaces, three (3) of which are designated accessible parking spaces. About seven (7) employees will be associated with the operation of the business. The business will be open from 9 am to 6 pm Tuesdays to Saturdays. The Project site will have locked fencing surrounding the property. Additional measures to utilize security include cameras, alarm systems, and indoor sensors.

9. Surrounding Land Uses and Environmental Setting:

The land adjacent to the north of the Project site is Collier Avenue and a commercial storage site across the street and to the south of the Project is the Riverside County Flood Control. Riverside Avenue is east of the Project with vacant land before a Tractor Supply store and to the west of the Project is a RV shop along with some smaller stores in the next lot. A few trees reside before the RV complex in the Project area. The Project site is currently vacant land and partially lies within a flood zone. Lake Elsinore is just over 3 miles away from the Project site. The main entry is off Riverside Drive and the secondary entry and exit is on Collier Avenue.

10. Other Agencies Whose Approval is Required: None



Geovironment
CONSULTING

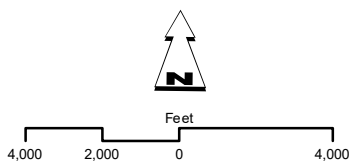


Figure 1
Project Vicinity
Tige Watesports



TIGE PWQMP Site Plan

Owner

KELLEY THULSEN C/O TIGE
WATERSPORTS
62 EAST 3450 NORTH
SPANISH FORK, UTAH 84660
(801) 355-1140
RSLAB@GMAIL.COM

Applicant/Architect

KELLEY THULSEN C/O TIGE
WATERSPORTS
62 EAST 3450 NORTH
SPANISH FORK, UTAH 84660
(801) 355-1140
RSLAB@GMAIL.COM

Legal Description

PORTION OF LOT 5 IN BLOCK "A" OF
RANCHO LA LAGUNA, MAP IN BOOK 8, PAGE
377 OF MAPS, SAN DIEGO COUNTY RECORDS.
ALSO, RECORD OF SURVEY BOOK 74 - PAGE
83, RIVERSIDE COUNTY RECORDS, IN THE
CITY OF LAKE ELSINORE, COUNTY OF
RIVERSIDE, STATE OF CALIFORNIA.

Engineer

RENCIVIL
25831-B ADDISON ST
MURRIETA, CA 92562
951.686.9802
RUDY.NUNEZ@RENCIVIL.COM

Topography

A FIELD SURVEY WAS
PERFORMED DURING THE
MONTH OF DECEMBER 2016
BY RENCIVIL CREWS

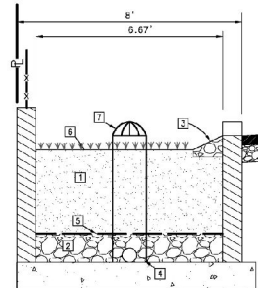
Site Info.

APN 378-032-031
ACRES= 92.78 AC
TSSRW SEC 36

DMA SYMBOL	DMA NAME	SURFACE TYPE	AREA (SF)	DMA TYPE
2.0	DRUMMETAL LE		8,180	TYPE "B" SELF RETAIN
1.0	BIO RETENTION		3,873	TYPE "D" SELF RETAIN
1.1	CONC. ON AC		44,748	TYPE "D" DRAIN TO BMP
1.2	ROOF MG		36,268	TYPE "D" DRAIN TO BMP
1.3	CONC. ON AC		3,083	TYPE "D" DRAIN TO BMP
2.1	GRAVEL		57,230	TYPE "D" DRAIN TO BMP
2.0	VEGETATED SWALE		814	
TOTAL			114,750	47.63 AC

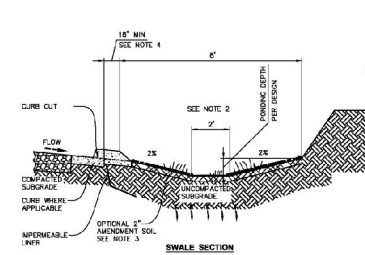
WQMP STRUCTURAL SOURCE CONTROLS

- STRUCTURAL BMP - BIORETENTION
- STRUCTURAL SOURCE CONTROL BMP - LANDSCAPE AND INFILTRATION DESIGN
- STRUCTURAL SOURCE CONTROL BMP - FLOW STORAGE AND FLOW
- SEEDS SHALL BE PLANTED WITHIN ENCLOSURE WITHIN THE BORDERS, DO NOT CLAMP HAZARDOUS MATERIALS HERE
- STRUCTURAL SOURCE CONTROL BMP - WEA STENCIL LINE



- 36" THICK ENGINEERED SOIL MIX CONSISTING OF THE FOLLOWING:
60% CLASS A SANDY LOAM (70% SAND/30% SILT/CLAY)
10% NITROGEN STABILIZED COMPOST MUST BE DRUM ROLLED
- 12" THICK, 3/4" GRAVEL
- 1"-1 1/2" GRAVEL SKIRT 6" THICK
- 6" PERFORATED PVC DRAIN LINE TIED TO OUTLET DRAIN
- 3" THICK PEA GRAVEL CHOKER LAYER
- DRYLAND GRASSES, AND OTHER MESSIC RIPARIAN PLANTINGS W/ LOW VOLUME IRRIGATION
- TYPE X OVERFLOW DRAIN

WQMP Bio Retention Detail

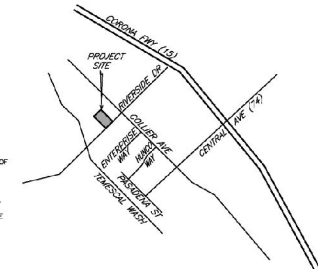


- NOTES:
- PROVIDE PROTECTION FROM ALL VEHICLE TRAFFIC, EQUIPMENT STAGING, AND FOOT TRAFFIC IN PROPOSED INFILTRATION AREAS PRIOR TO, DURING, AND AFTER CONSTRUCTION.
 - DRAINAGING
 - BOTTOM WIDTH: IF WIDER THAN 8', CHANNEL DIMENSIONS MAY BE NECESSARY TO PREVENT MEANDERING AND LOW FLOW CHANNEL FORMATION.
 - FLOW DEPTH: WATER QUALITY DESIGN FLOW DEPTH NOT TO EXCEED TWO THIRDS THE HEIGHT OF THE VEGETATION FOR OPTIMUM WATER QUALITY TREATMENT.
 - LONGITUDINAL SLOPE: 1% TO 2% OVERALL SLOPE. SLOPES GREATER THAN 2.5% SHOULD INCORPORATE 8" 18" CHECK DAM TO MAINTAIN 2.5% MAX LONGITUDINAL INVERT SLOPE. MAXIMUM FLOW VELOCITY SHALL MEET REQUIREMENTS OF COUNTY HYDRAULIC DESIGN MANUAL.
 - OPTIONAL 2" SOIL AMENDMENT PER SWALE SOIL SPECIFICATION; MIX THE AMENDMENT INTO NATIVE SOILS TO A DEPTH OF 6" TO PREVENT SOIL LAYERING.
 - 18" MINIMUM CONCRETE STEP OUT REQUIRED WHEN PARKING IS ADJACENT TO CURB.

WQMP Vegetated Swale

Roof Drain Note:

ALL ROOF DRAINS SHALL BE ROUTED TO DRAIN INTO BIORETENTION BASINS.



VICINITY MAP
NTS
(THOMAS GUIDE: 566-C2)

NO.	DATE	BY	DESCRIPTION	APPROVED

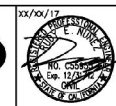
CITY OF LAKE ELSINORE
DEPARTMENT OF PUBLIC WORKS

APPROVED: CITY ENGINEER DATE

BENCHMARK NO. _____ ELEVATION _____
LOCATION: _____

DESIGNED: _____
DATE: _____
DRAWN: _____
DATE: _____
CHECKED: _____
DATE: _____

PREPARED BY:
RENCIVIL
ENGINEERING SURVEYING LAND PLANNING
25831-B ADDISON ST., MURRIETA, CA 92562
951.686.9802 951.686.9801 FAX



TIGE
PWQMP Site Plan

4428-HYCRD
SHEET 1 OF 1
CONTRACT _____
ACCOUNT _____
DWG. NO. 4480

Environmental Factors Potentially Affected:

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

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

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 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.

☐

Signature

Date

Printed Name

Title

ENVIRONMENTAL IMPACTS

I. AESTHETICS

Evaluation

a)	Would the project have a substantial adverse effect on a scenic vista?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
----	--	--	--	---	---------------------------------------

Less than Significant Impact. The Project site is located near the southeast corner of Collier Avenue and Riverside Drive and is surrounded by a riparian greenbelt to the west and flat undeveloped land to the south, and east. The properties to the north are industrial and commercial facilities. The Project site is located in the Business District described in the General Plan as industrial and commercial scenery (Table 3.3-2, District Plan Impacts on Views from Public Vantage Points). The General Plan identifies Lake Elsinore, urban areas around the lake, and the rugged hills in the northern and eastern portion of the City as scenic viewsheds or scenic vistas. The Project is located approximately 1.2 miles north of Lake Elsinore and approximately 3.03 miles east of the Cleveland National Forest. Views of the scenic resources within and surrounding the City are the prominent scenic vistas in the area. However, the Project will not impede any of these views, and the proposed Project will not otherwise have a substantial adverse effect on a scenic vista. Impacts would be considered less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR, Google Earth, Project Description)

b)	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
----	---	--	--	---	---------------------------------------

Less than Significant Impact. The California Department of Transportation (Caltrans) currently identifies both I-15 and SR-74 as eligible for listing as state scenic highways, but they are not officially designated as such. Interstate 15 is 0.7 miles from the project site, and SR-74 borders the Project site. Any potential visual impacts will be addressed through the City's design review process. The Project site is flat and undeveloped. A Project-specific *Cultural Resources Inventory* prepared by Jay K. Sander in May 2017 also indicated that the property does not have any resources within the Project Boundary. There are no historic buildings or rock outcroppings on or around the proposed Project site.

Additionally, the City has local ordinances that protect the City's streetscape and trees. The City's Municipal Code includes a City Tree Preservation Ordinance (Ord. 1256). There are approximately 10-15 trees, none of which are protected or close to the shore of Lake Elsinore, that would be removed as a result of the project. The Project will comply with Ord. 1256 to ensure the preservation of trees and the local streetscape. The City of Lake Elsinore has also determined that certain species of palm trees in the family Palmaceae are locally significant resources through the City Significant Palm Tree Ordinance (Ord. 1160). However, no palms occur on the Project site.

Thus, through compliance with local ordinances and the City's design review process, any potential impact to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway will be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Cultural Report; General Plan EIR; LEMC)

c)	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
----	--	--	--	---	---------------------------------------

Less than Significant Impact. The Project site is vacant and undeveloped. The Project involves the construction of a 30-foot in height multipurpose building in an area surrounded by industrial and commercial development. The main building will house the show room floor and sales offices while the back portion will be used to assemble boat superstructure using wood, fiberglass, foam and fabrics. The smaller building in the rear will be used as overflow temporary boat security used to store boats during repair, maintenance or extended repairs. The northwest boundary is adjacent to a parking lot and gymnastics facility. The northeast borders an RV facility, storage buildings and a vacant disturbed lot. The southeast perimeter of the Project site is bounded by Riverside Drive, beyond which exists a vacant disturbed lot. The Project will be similar in height and mass to the existing adjacent developments. The Project would result in a less than significant impact to the existing visual character of quality of the site and its surroundings.

Mitigation Measures: No mitigation measures are required.

(Sources: Project Description)

d)	Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
----	--	--	--	---	---------------------------------------

Less than Significant Impact. According to the City's General Plan, light and glare impacts to the Mount Palomar Observatory are of concern to the City. Areas of light pollution impacts have been identified through a "ring analysis," where primary Initial Study Form No. PD 2000-32- Revised May 2012 Page 27 of 88 impacts to the Observatory are within a 30-mile radius, and secondary impacts are up to 45 miles. According to the General Plan Figure 4.12, the Project site is within the 45-mile secondary impacts radius. The proposed Project would introduce light features to the vacant project site. Accordingly, the new building and associated components would include lighting features typical of commercial developments, such as security lighting and indoor store lighting. However, while the Project would introduce new sources of light, all lighting fixtures would comply with Lake Elsinore Municipal Code (LEMC) Section 17.112.040 Lighting (for Nonresidential Development). Section 17.112.040 requires all outdoor lighting fixtures in excess of 60 watts to be oriented and shielded to prevent direct illumination above the horizontal plane passing through the luminaire and prevent any glare or illumination on adjacent properties or streets. Further, this section of the LEMC encourages the use of low-pressure sodium vapor lighting due to the City's proximity to the Mount Palomar Observatory. The proposed Project will also introduce new sources of daytime glare due to the new building surfaces and vehicles traveling to and from the site. However, the glare created by the Project's proposed development will be consistent with the levels of glare that emitted by the surrounding development. Thus, the proposed Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: LEMC; General Plan)

II. AGRICULTURE AND FORESTRY RESOURCES

Evaluation

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
----	---	--	--	--	--

No Impact. Agricultural uses constitute approximately 0.8 percent of the City's total acreage and are designated by the California Farmland Mapping and Monitoring Program (FMMP) as Farmland of Local Importance (554 acres within the City), Grazing Land (827 acres within the City), and Unique Farmland (25 acres within the City). Remaining land is considered Urban/Built-Up Land or Other Land, reflecting its developed uses or other characteristics making it unsuitable for agriculture. None of the farmland designations applied to land within the City or Sphere of Influence (SOI) is considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the State of California.

According to the California Department of Conservation *California Important Farmland Finder*, the Project site consists of Farmland of Local Importance; however, the site is not being used for agricultural applications. The project site and surrounding area no longer represents land suitable for agricultural purposes, and the site has a Light Industrial General Plan Land Use designation. Thus, the proposed Project will not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: FMMP; General Plan EIR)

b)	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
----	---	--	--	--	--

No Impact. The proposed Project is not located within or adjacent to a Williamson Act contract as there are no Williamson Act agricultural preserves located within the City. Additionally, the Project site is zoned Commercial Manufacturing (C-M) and is surrounded by other C-M zoning designations. Thus, the proposed Project will not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: DOC WA; General Plan EIR; Zoning Map)

c)	Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
----	---	--	--	--	--

No Impact. The proposed Project site is within the City of Lake Elsinore, which does not have zoning designated for forest land, timberland, or timberland zoned Timberland Production within City limits. "Timberland" is defined by the state as land capable of growing a crop of trees of any commercial species used to produce lumber and other forest products. The Project site does not contain forestland or timberland. Thus, there is no conflict with existing zoning and no cause for rezoning of land related to forestland or timberland. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: Zoning Map)

d)	Would the project result in the loss of forest land or conversion of forest land to non-forest use?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
----	---	--	--	--	--

No Impact. As indicated in Item II.c above, the City does not have a zoning designation for forest land, timberland, or timberland zoned Timberland Production within City limits. According to the *Focused Rare Plant Survey Report* prepared by Blackhawk Environmental, Inc., plants documented on-site include tamarisk and eucalyptus trees that are non-native ornamental tree species that will be removed as a part of the Project and do not constitute classification as forest land. Thus, the proposed Project will not result in the loss of forest land or conversion of forest land to non-forest uses. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: Bio Report; Zoning Map)

e)	Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
----	--	--	--	--	--

No Impact. As discussed in Item II.a above, according to the California Department of Conservation California Important Farmland Finder, the Project site consists of Farmland of Local Importance. While the land is designated as Farmland of Local Importance, as discussed in Item I.c above, there is no farmland or forest land in the vicinity of the Project.

No agricultural activities are presently occurring on-site. According to the *Focused Rare Plant Survey Report* prepared by Blackhawk Environmental, Inc. the proposed Project site lacks native vegetation, and has not been managed in some time. Additionally, the proposed Project is consistent with the existing zoning designation of Commercial Manufacturing (C-M). Thus, the proposed Project does not result in conversion of Farmland to non-agricultural use. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: Bio Report; DOC; Phase I ESA; Project Description; Zoning Map)

III. AIR QUALITY

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

Evaluation

a)	Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
----	--	--	--	---	---------------------------------------

Less than Significant Impact A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. A consistency determination fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans.

The AQMP is based on regional growth projections developed by SCAG. The proposed Project is a residential development and is not defined as a regionally significant project under CEQA; therefore, it does not meet SCAG's Intergovernmental Review criteria. The proposed uses are consistent with the zoning designation for the project site, which is consistent with the City General Plan and Lakeshore Village Specific Plan. The City General Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Pursuant to the methodology in Chapter 12 of the 1993 SCAQMD *CEQA Air Quality Handbook*, consistency with the Basin 2012 AQMP is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation; and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented below:

1. The proposed Project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by SCAQMD with control measures incorporated as described in Item III.b below; therefore, the Project would not result in an increase in the frequency or severity of any air quality standard violation and would not cause a new air quality standard violation.
2. The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities; therefore, since the proposed Project is a residential development that does not fall into any of these categories, the proposed Project is not defined as significant.

Based on the consistency analysis presented above, the proposed Project is consistent with the General Plans and the regional AQMP. Thus, the proposed Project does not conflict with or obstruct implementation of the applicable air quality plan. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG)

b)	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
----	---	--	--	---	---------------------------------------

Less than Significant Impact. Air pollutant emissions associated with the proposed Project would occur over the short term from construction activities (e.g., fugitive dust from site preparation and grading, and emissions from equipment exhaust). Long-term regional emissions would be associated with Project-related vehicular trips and would be due to energy consumption (e.g., electricity usage) by the proposed land use.

CaleEEMod (Version 2016.3.1) was used to calculate the construction emissions in the AQ/GHG Analysis prepared by Vista Environmental (Appendix A). Table 1, Estimated Construction Emissions, shows the combination of the on- and off-site construction emissions from CaleEEMod output tables. The measures that have been applied to the analysis are SCAQMD-required construction emissions control measures, or standard conditions. The proposed Project would be required to comply with SCAQMD Rules 402 and 403 to avoid nuisance and control fugitive dust.

Table 1 - Estimated Construction Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation						
Onsite	2.13	26.72	14.42	0.02	1.73	1.09
Offsite	0.08	0.82	0.61	0.00	0.14	0.04
Total	2.21	27.54	15.03	0.02	1.87	1.13
Grading¹						
Onsite	2.32	26.16	10.78	0.02	3.85	2.51
Offsite	0.09	0.83	0.72	0.00	0.16	0.05
Total	2.41	26.99	11.50	0.02	4.01	2.56
Building Construction						
Onsite	3.34	23.03	16.31	0.03	1.47	1.41
Offsite	0.24	1.56	1.92	0.01	0.41	0.12
Total	3.58	24.59	18.23	0.04	1.88	1.53
Paving						
Onsite	1.67	14.25	11.98	0.02	0.85	0.78
Offsite	0.09	0.06	0.74	0.00	0.17	0.05
Total	1.76	14.31	12.72	0.02	1.02	0.83
Architectural Coatings						
Onsite	12.82	2.01	1.85	0.00	0.15	0.15
Offsite	0.04	0.02	0.30	0.00	0.07	0.02
Total	12.86	2.03	2.15	0.00	0.22	0.17
Combined Building Construction, Paving, and Architectural Coatings	18.20	40.93	33.10	0.06	3.12	2.53
SCQAMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Air Quality and Greenhouse Gas Analysis, June 9, 2017 prepared by Vista Environmental, Table I (Appendix A)

Certain measures, which include using minimum Tier 2 equipment engines standard with particulate control devices and on-site watering at least three times daily, are required by the SCAQMD and can be reasonably implemented to significantly reduce PM₁₀ emissions from construction. Because no exceedances of any threshold for criteria pollutants are expected, no significant impacts would occur during Project construction.

Table 2, Estimated Operational Emissions shows the operational emissions from the proposed Project. The area-source emissions would come from natural gas appliances, consumer products,

landscaping equipment, and solid waste disposal.

Table 2 - Estimated Operational Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources	0.59	0.00	0.00	0.00	0.00	0.00
Energy Usage	0.02	0.22	0.19	0.00	0.02	0.02
Mobile Sources	0.28	2.06	3.91	0.01	0.94	0.26
Off-Road Equipment	0.18	1.58	1.22	0.00	0.13	0.12
Total Emissions	1.07	3.86	5.32	0.01	1.09	0.40
SCQAMD Operational Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Air Quality and Greenhouse Gas Analysis, June 9, 2017 prepared by Vista Environmental, Table I (Appendix A)

Results from the CalEEMod analysis, shown in Table 2, indicate that no criteria pollutants resulting from the proposed Project would exceed the corresponding SCAQMD daily emission thresholds for any criteria pollutants. Therefore, Project-related operational air quality impacts would be less than significant.

Thus, the proposed Project will not result in construction or operational emissions that exceed SCAQMD thresholds for criteria pollutants, impacts related to the violation an air quality standard or substantial contribution to an existing or projected air quality violation. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG)

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)?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The portion of the South Coast Air Basin within which the Project is located is designated as a non-attainment area for ozone, PM-10, and PM-2.5 under both state and federal standards. The proposed Project would contribute criteria pollutants to the area during temporary project construction. A number of individual projects in the area may be under construction simultaneously with the proposed Project. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction could result in substantial short-term increases in air pollutants. However, each project would be required to comply with SCAQMD's standard construction measures.

As discussed in Item III.b above, the proposed Project's short-term construction emissions would not exceed the SCAQMD significance thresholds. Therefore, the proposed Project would not have a significant short-term cumulative impact. Additionally, the proposed Project's operational emissions would not exceed the SCAQMD significance thresholds. Therefore, the proposed Project would not have a significant long-term cumulative impact. Thus, the Project's net increase in criteria pollutant emissions for which the Project region is non-attainment is not cumulatively considerable. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG)

d)	Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. According to the *AQ/GHG Analysis* prepared by Vista Environmental, the nearest offsite sensitive receptors to the project site consist of workers at the businesses adjacent to the project site which is approximately 18 meters as well as single-family homes located approximately 1,400 feet (427 meters) southwest of the project site. According to Localized Significance Thresholds (LST) methodology, for any receptor located closer than 82 feet (25 meters) the thresholds are based on the 25 meter distance. Using SCAQMD LST guidance, **Table 3, Construction Localized Impacts Analysis**, shows that pollutant emissions on the peak day of construction would result in concentrations of pollutants at the nearest residences/preschool that are all below SCAQMD thresholds of significance. In addition, the proposed Project will not result in carbon monoxide (CO) hot spots.

Table 3 - Construction Localized Impacts Analysis

Phase	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Site Preparation ¹	26.72	14.42	1.73	1.09
Grading ¹	26.16	10.78	3.85	2.51
Combined Building Construction, Paving, and Architectural Coatings	39.29	30.14	2.47	2.34
- Building Construction	23.03	16.31	1.47	1.41
- Paving	14.25	11.98	0.85	0.78
- Architectural Coatings	2.01	1.85	0.15	0.15
SCAQMD Thresholds ²	234	1,100	159	74
Exceeds Threshold?	No	No	No	No

Notes:

¹ Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.² For NOx and CO the thresholds are based on the nearest offsite workers (18 meters), which utilized the 25 meter threshold. For PM10 and PM2.5 the thresholds are based on the nearest homes (427 meters), which were calculated by interpolating the 200 and 500 meter thresholds.

Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for two acres in Air Monitoring Area 25, Lake Elsinore.

Source: Air Quality and Greenhouse Gas Analysis, June 9, 2017 prepared by Vista Environmental, Table J (Appendix A)

Mobile source toxic air contaminant (TAC) emissions would be generated by heavy-duty equipment during construction. Diesel particulate matter (DPM) is known to contain high concentrations of carcinogenic compounds from diesel-fueled equipment. Construction of the proposed Project is not anticipated to result in an elevated health risk to exposed persons given the short-term and transitory nature of construction-related diesel exposure. The proposed Project may create a nuisance for residents during hours of construction, but this impact is considered minimal because of the short-term and transitory nature of the construction period. Consequently, the human health impact of DPM risks associated with construction activities would be considered less than significant.

Table 4 - Estimated Operational Localized Impacts Analysis, shows that the estimated operational emission rates would also not exceed the LSTs for receptors located at 18 meters from the project site. As with localized construction impacts, LST methodology bases any receptor closer than 25 meters on that threshold. Therefore, the proposed operational activities would not result in a locally significant air quality impact.

Table 4 - Estimated Operational Localized Impacts Analysis

On-Site Emission Source	Pollutant Emissions (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Area Sources	0.00	0.00	0.00	0.00
Energy Usage	0.22	0.19	0.02	0.02
Onsite Vehicle Emissions ¹	0.26	0.49	0.12	0.03
Off-Road Equipment ²	1.58	1.22	0.13	0.12
Total Emissions	2.06	1.90	0.27	0.17
SCAQMD Thresholds³	234	1,100	38	18
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 Off-road equipment consist of emissions from possible onsite diesel forklift operations.

³ For NO_x and CO the thresholds are based on the nearest offsite workers (18 meters), which utilized the 25 meter threshold. For PM₁₀ and PM_{2.5} the thresholds are based on the nearest homes (427 meters), which were calculated by interpolating the 200 and 500 meter thresholds.

Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for two acres in Air Monitoring Area 25, Lake Elsinore.

Source: Air Quality and Greenhouse Gas Analysis, June 9, 2017 prepared by Vista Environmental, Table L (Appendix A)

The proposed Project will not generate emissions that exceed SCAQMD localized significance thresholds and the Project has low potential for TAC and DPM risks. Further, the proposed Project will not expose sensitive receptors to substantial pollutant concentrations. Thus, the proposed 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. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG)

e)	Would the project create objectionable odors affecting a substantial number of people?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. According to the AQ/GHG Analysis prepared by Vista Environmental, odors are not expected to substantially increase from existing conditions in the area due to the proposed Project. Typically, odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from the psychological (i.e., irritation, anger, or anxiety) to the physiological (including circulatory and respiratory effects, nausea, vomiting, and headache).

Potential Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of coatings 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 site's boundaries. Due to the transitory nature of construction odors, a less than significant odor impact would occur and no mitigation would be 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 Nuisance Rule 402 regarding discharge of air contaminants that could cause nuisance or annoyance to a considerable number of people, no significant impact

related to odors would occur during the on-going operations of the proposed project. Therefore, a less than significant odor impact would occur and no mitigation would be required.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG)

IV. BIOLOGICAL RESOURCES

Evaluation

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 game or U.S. Fish and Wildlife Service?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less than Significant with Mitigation Incorporated. The Project site is located within Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Elsinore Area Plan, Criteria Cell 4266. The Project is located within an area of the MSHCP requiring habitat assessments for 16 criteria area and narrow endemic sensitive plant species, of which six have the potential to occur. A *Western Riverside MSHCP Habitat Assessment Report*, dated October 31, 2017 and a *Focused Rare Plant Survey Report*, dated July 12, 2017 were prepared by Blackhawk Environmental Inc., for this Project. Of the 25 wildlife species that were analyzed for this Project and/or were functionally covered under the MSHCP, six have the potential to occur within the Project site, and one was found present (Cooper's hawk). Additionally, the least Bell's vireo and yellow warbler were both identified in suitable habitat within 300 feet of the Project site. Due to the presence of suitable habitat within the Project site and the Survey Area, in addition to historical accounts of these species within the vicinity of the Project, the following sensitive wildlife species were determined to have the potential to occur onsite or were found present:

- Western spadefoot (low potential)
- Orange-throated whiptail (moderate potential)
- California horned lark (high potential)
- Cooper's hawk (present)
- Burrowing owl (low potential)

One additional sensitive wildlife species not covered by the MSHCP has the potential to occur within the Project site:

- California glossy snake (low potential)

Since suitable burrowing owl, Cooper's hawk, California horned lark, orange-throated whiptail and western spadefoot habitat occurs on the Project site and within the Survey Area, the contribution of fees to the MSHCP purpose of conserving covered species associated with the same vegetation communities and habitat types will ensure conservation of the non-covered species within the Project site through implementation of mitigation measure **MM Bio 1**.

Since the Project site supports suitable habitat for criteria area sensitive plant species thread-leaved brodiaea, smooth tarplant and round-leaved filaree, plus narrow endemic sensitive plant species Munz

onion, San Diego ambrosia and many-stemmed dudleya, for MSHCP consistency, additional focused rare plant surveys for these species are required. A focused rare plant survey was completed on June 13, 2017 by Blackhawk Environmental Inc. biologist. No criteria area or narrow endemic plant species were found on the Project site, but one sensitive plant species was found present on the Project site: San Diego tarplant. However, its California Rare Plant Rank (CRPR) of 4.2 does not grant it protective status under the MSHCP for this Project. Since undeveloped habitat occurs on the Project site, compensatory mitigation will be required to offset Project impacts to below significant levels. With the implementation of mitigation measure **MM Bio 1**, impacts to existing vegetation communities and present or potentially present plant species, including San Diego tarplant, on the Project site shall be considered successfully mitigated through the construction and long-term operations and maintenance phases of the Project.

The Project site is located within a burrowing owl habitat assessment area. A site visit conducted on April 6, 2017 by a Blackhawk Environmental Inc. biologist, identified suitable foraging and nesting habitat for burrowing owl within the Project site and the Survey Area. Suitable burrows and habitat were found on and adjacent to the Project site. Due to the presence of suitable habitat and burrows, focused burrowing owl surveys (preferably conducted during the breeding season between March 1 and August 31), followed by pre-construction surveys for burrowing owl within 30 days and 24 hours of initiating construction, will be required per section 6.3.2 of the MSHCP.

Three least Bell's vireo (LBVI) individuals were confirmed to occupy the southwestern and western areas surrounding the Project site. Suitable nesting habitat exists in these areas that are within 300 feet of the Project site. Due to the presence of this species in suitable nesting habitat, pre-construction focused surveys for nesting LBVI within 300 feet of the Project boundary will be required if work is to occur during the LBVI breeding season (April 10– July 31). If active LBVI nests are identified during these surveys, additional measures (e.g., biological monitoring during construction within the vicinity of a nest, keeping construction noise below ambient levels, keeping dust to a minimum, avoiding directing construction night-lighting, installing permanent lighting away from suitable or occupied habitat, erecting sound walls and/or visual/noise barriers, etc.) may become necessary to reduce indirect and indirect impacts on nesting vireos. Additional adaptive mitigation techniques may be employed as they may become necessary, upon coordination with and approval from Riverside County, CDFW and/or USFWS. Implementation of mitigation measure **MM Bio 2** will ensure that burrowing owls will be protected and impacts will be less than significant.

The southeastern margins of the Project site include medium to large-sized ornamental shrubs and trees, some of which contain a dense understory of relatively tall-growing annual plants. Most the Project site is dominated by pockets of sparse low-growing vegetation intermixed with areas of dense annual grasses and other ground cover that provide suitable habitat for a wide variety of nesting birds. In addition, riparian scrub, disturbed riparian scrub and riparian woodland communities exist adjacent to the Project site's southwest and west boundaries. A pre-construction nest survey will be required to avoid take of birds with protected status. If tree or shrub removal will occur during the nesting season (March 1 through August 15) then a nesting bird survey would be required. In order to avoid violation of the federal Migratory Bird Treaty Act (MBTA) and California Fish and Wildlife Code, site pre-preparation activities, including removal of trees and vegetation, shall be avoided to the greatest extent possible during the nesting season (generally March 1 to August 15). To avoid indirect impacts that may include fugitive dust, excess noise, increased artificial lighting, and the attraction of predators to the Project site, a Sound walls shall be erected during the construction phase to reduce construction-generated noise levels to less than 60 dBA outside the sound walls at the western and northern boundary of the Project site. Implementation of mitigation measure **MM Bio 3** and **MM Bio 4** will ensure that nesting bird species that may or may not be covered under the MSHCP will be protected and impacts will be less than significant.

Thus, implementation of mitigation measures **MM Bio 1** through **MM Bio 4** will mitigate any potential direct or indirect impacts to any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Therefore,

impacts are less than significant with mitigation.

Mitigation Measures:

MM Bio 1: *MSHCP Fees.* Prior to issuance of a grading permit, the applicant/developer shall pay the Western Riverside County Multiple Species Habitat Conservation Plan (WRMSHCP) development mitigation fees, in effect at the time permits are issued.

MM Bio 2: *Burrowing Owl Surveys.* Conduct focused burrowing owl surveys and a pre-construction burrowing owl survey within the Project site and 150-meter Survey Area surrounding the Project site. The focused surveys should occur during the breeding season between March 1 and August 31, but may be conducted any time of year. Four separate focused surveys must occur during favorable weather conditions on the Project site and Survey Area during early morning hours (from one hour before sunrise until two hours after sunrise) or late afternoon hours (from two hours before sunset to one hour after sunset), and may occur on consecutive days. After completion of the surveys, a final report shall be submitted to the Riverside County Environmental Programs Department (RCEPD) and the RCA Monitoring Program Administrator, which discusses survey methods, transect widths, duration, weather conditions and results of the survey. The report will discuss any additional required mitigation for MSHCP consistency.

Following the focused surveys, an initial pre-construction survey must occur within 30 days of initiating construction activities, according to the Western Riverside County Regional Conservation Authority (RCA) Burrowing Owl Survey Instructions for the Plan Area (2006). After completion of the surveys, a final report shall be submitted to the Riverside County Environmental Programs Department (RCEPD) and the RCA Monitoring Program Administrator, which discusses survey methods, transect widths, duration, weather conditions and results of the survey. The report will discuss any additional required mitigation for MSHCP consistency. A final pre-construction survey shall also occur within 24 hours of initial vegetation clearing or grading activities, followed by a memo report of the results.

If burrowing owl have colonized the Project site prior to the initiation of construction, the Permittee should immediately inform the Wildlife Agencies and the RCA, and coordinate on the potential need for a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance.

MM Bio 3: *Nesting Bird Pre-construction Surveys.* In order to avoid violation of the federal Migratory Bird Treaty Act (MBTA) and California Fish and Wildlife Code, site-preparation activities (removal of trees and vegetation) shall be avoided to the greatest extent possible during the nesting season (generally March 1 to August 15).

If site-preparation activities are to occur during the nesting season, a pre-construction nesting survey shall be conducted within 30 days prior to the commencement of construction (if between March 1 and August 15). A qualified biologist shall perform the nesting survey that will consist of a single visit to ascertain whether there are active raptor nests within 500 feet of the project footprint or other protected bird nests within 300 feet of the project footprint. Nests will be searched for in the trees and shrubs. This survey shall identify the species of nesting bird and to the degree feasible, nesting stage (e.g., incubation of eggs, feeding of young, near fledging). Nests shall be mapped (not by using GPS because close encroachment may cause nest abandonment). The follow-up nesting survey shall be conducted for five (5) consecutive days and no more than three (3) days prior to clearing. If an active nest is observed, the nest location shall be fenced off surrounding an adequate radius buffer zone as determined by biological monitor. The buffer zone shall not be disturbed until the nest is inactive. Biological monitoring shall

occur during vegetation removal activities.

MM Bio 4: Construction Sound Walls. Sound walls shall be erected during the construction phase to reduce construction-generated noise levels to less than 60 dBA outside the sound walls at the western and northern boundary of the Project site where the Project site is adjacent to natural lands. The sound walls should be constructed of tight-fitting plywood walls 8 feet high, or another suitable replacement, with no gaps that would facilitate noise waves to permeate the wall and enter the natural environment.

(Source: Bio Report)

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 Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. According to the *Western Riverside MSHCP Habitat Assessment Report* prepared by Blackhawk Environmental Inc., due to an absence of riverine/riparian habitats onsite, the Project site is not subject to riverine/riparian criteria as defined by the MSHCP. No habitats expected to support riverine/riparian-associated species were observed on the Project site. Therefore, the 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 Game or U.S. Fish and Wildlife Service. Impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Bio Report)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. According to the *Western Riverside MSHCP Habitat Assessment Report* prepared by Blackhawk Environmental Inc., No vernal pools or habitats that could potentially support fairy shrimp species were observed on the Project site. The Project site does not support riparian/riverine habitats, vernal pools and/or fairy shrimp-suitable habitat. No drainage features were found on the Project site, and no riparian/riverine plant species were observed in concentrations to qualify as riparian habitat. All soils on the Project site appear to be historically of fill substrate, as the line of soils/substrates at the western edge of the Project site runs straight north and south to the edge of the developed parcel to the north of the Project site, and the soils are topographically higher than and not of the same materials as the parcel immediately west. There were no areas of apparent seasonal inundation on the Project site, as all vegetation characteristics were consistent with ruderal, upland vegetation or bare ground. No dry season soil cracking, biotic soils and/or dried algal mats were observed on the Project site, and there were no depressions (e.g., road ruts, basins, scrapes, etc.). No vernal pool plant indicator species were observed. As such, there is no habitat on the Project site suitable for the presence of fairy shrimp, and fairy shrimp are considered absent.

Thus, the proposed Project does not contain any jurisdictional areas including federally protected wetlands as defined by Section 404 of the CWA. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Bio Report)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant with Mitigation Incorporated. According to the *Western Riverside MSHCP Habitat Assessment Report* prepared by Blackhawk Environmental Inc., tracks, sign, burrows and/or direct visual observation of various small mammal species, such as Botta's pocket gopher, desert cottontail and California ground squirrel, were observed throughout the Project site. Except for small runways between localized burrow locations, no concentrations of wildlife tracks or sign were observed, and no established corridors or connectivity to larger conservation areas of the region were observed. Though the riparian woodland of MSHCP Proposed Linkage 2 to the west of the Project site is likely a wildlife corridor, the isolated nature of the Project site itself surrounded by development and disturbed areas at all boundaries, except for the west and southwest sides, essentially precludes corridor potential on the Project site.

Implementation of **MM Bio 1** will further ensure that the proposed Project does not substantially 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. Therefore, impacts are less than significant with mitigation.

Mitigation Measures:

MM Bio 1: MSHCP Fees. Defined in Item IV.a, above.

(Sources: Bio Report)

e)	Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The City's Municipal Code includes a City Tree Preservation Ordinance (Ord. 1256) that protects the City's streetscape and trees. There are approximately 10-15 trees growing on the Project site. These trees will be removed as part of this Project. The proposed Project will comply with Ord. 1256 to ensure the preservation of trees and the local streetscape. Ord. 1256 requires that a City business license be obtained prior to pruning, treating, or removing street or park trees within the City. Additionally, no species other than those included in the City's official street tree species list will be planted without written permission of the City Tree Committee. Tree spacing, distance from curbs and sidewalks, and other aesthetic guidelines shall be followed in accordance with Ord. 1256. The City of Lake Elsinore has also determined that certain species of palm trees in the family Palmaceae are locally significant resources through the City Significant Palm Tree Ordinance (Ord. 1160). However, no palms occur on the Project site. Thus, the proposed Project does not conflict with local policies or ordinances protecting biological resources. Therefore, impacts are

less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Bio Report; LEMC)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant with Mitigation Incorporated. The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Planning Area. The MSHCP is a comprehensive multi-jurisdictional effort that includes western Riverside County and multiple cities, including the study area. Rather than address sensitive species on an individual basis, the MSHCP focuses on the conservation of 146 species, proposing a reserve system of approximately 500,000 acres and a mechanism to fund and implement the reserve system. Most importantly, the MSHCP allows participating entities to issue take permits for listed species so that individual applicants need not seek their own permits from the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW). The MSHCP was adopted on June 17, 2003 by the Riverside County Board of Supervisors. The Incidental Take Permit was issued by both the USFWS and CDFW on June 22, 2004.

The MSHCP consists of a Criteria Area that assists in facilitating the process by which individual properties are evaluated for inclusion and subsequent conservation. In addition to Criteria Area requirements, the MSHCP requires consistency with Sections 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools), 6.1.3 (Protection of Narrow Endemic Plant Species), 6.1.4 (Urban Wildlands Interface), 6.3.2 (Additional Survey Needs and Procedures), Appendix C (Standard Best Management Practices), and 7.5.3 (Construction Guidelines). The MSHCP serves as a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP), pursuant to Section (a)(1)(B) of the Endangered Species Act (ESA), as well as the Natural Communities Conservation Plan (NCCP) under the State NCCP Act of 2001.

The MSHCP establishes "Criteria Area" boundaries in order to facilitate the process by which properties are evaluated for inclusion in the MSHCP Conservation. The Criteria Area is an area significantly larger than what may be needed for inclusion in the MSHCP Conservation Area, within which property will be evaluated using MSHCP Conservation Criteria. The Criteria Area is an analytical tool which assists in determining which properties to evaluate for acquisition and conservation under the MSHCP. According to the Riverside County Integrated Project (RCIP) Conservation Summary Report Generator, the Project site is within the MSHCP Elsinore Area Plan, Subunit 3 (Elsinore). The proposed Project site lies within Criteria Cell #4266.

A *Western Riverside MSHCP Habitat Assessment Report* dated October 31, 2017 was prepared by Blackhawk Environmental Inc. (Appendix B). The MSHCP consistency analysis is discussed below.

Consistency with MSHCP Section 6.1.1

Pursuant to the provisions of the MSHCP, all discretionary development projects within the Criteria Area are to be reviewed for compliance with the "Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy" (LEAP) process or equivalent process. The LEAP process "ensures that an early determination will be made of what properties are needed for the MSHCP Conservation Area, that the owners of property needed for the MSHCP Conservation Area are compensated, and that owners of land not needed for the MSHCP Conservation Area shall receive Take Authorization of Covered Species Adequately Conserved through the Permits issues to the County and Cities pursuant

to the MSHCP.” The Project site (2.78 acres) is located within Criteria Cell #4266. A formal and complete LEAP application, LEAP 2017-02 was submitted to the City on August 11, 2017 and a Joint Project Review (JPR) was completed on November 15, 2017 with the Regional Conservation Agency (RCA).

As stated in Section 3.3.15 of the MSHCP, “Conservation within this Cell will contribute to assembly of Proposed Linkage 2. Conservation within this Cell will focus on meadow, marsh, riparian scrub, woodland and forest habitat along Alberhill Creek and adjacent grassland habitat. Areas conserved within this Cell will be connected to meadow, marsh and grassland habitat proposed for conservation in Cell #4169 to the north. Conservation within this Cell will range from 30%-40% of the Cell focusing in the western portion of the Cell.” The Project site is comprised of disturbed land and does not encompass meadow, marsh, riparian scrub, woodland and forest habitat. Using the mid-range of the area described for conservation (35%) within Cell 4266, approximately 56 acres are described for conservation within this approximately 160-acre Cell. To date, 23.80 acres have been developed or are approved for development in this Cell, Covered road acreage is 9.38 acres, and existing conserved lands in the Cell are 5.49 acres. The proposed development acreage is 2.78 acres leaving approximately 118.55 undeveloped acres available for conservation. Given the location of the Project site development of the proposed Project would not impede the conservation goals for Proposed Linkage 2. Based on this discussion, development of the proposed Project site is consistent with the Reserve Assembly Goals of the MSHCP. Therefore, the Project is consistent with MSHCP Section 6.1.1. Payment of MSHCP fees pursuant to **MM Bio1** will contribute to the overall goals of the MSHCP.

Consistency with MSHCP Section 6.1.2

Volume I, Section 6.1.2 of the MSHCP requires that projects develop avoidance alternatives, if feasible, that would allow for full or partial avoidance of riparian/riverine areas. Per MSHCP Section 6.1.2, no riparian/riverine or vernal pool habitat has been identified on the Project site pursuant to Blackhawk Environmental Inc.’s assessment. Although, several locations of the State and federally-endangered least Bell’s vireo and State Species of Special Concern yellow warbler were documented during the survey occupying these adjacent areas, each of the vireo locations were greater than 100 meters from the nearest edge of the Project site. Therefore, the proposed project is consistent with MSHCP Least Bell’s Vireo Species Objective 3 that requires that 100 meters of undeveloped landscape be retained between vireo locations and developed areas. There are also no vernal pools, stock ponds, or similar closed depressions with habitat and soils suitable for sensitive fairy shrimp species. Thus, the proposed Project will be consistent with policies set forth in MSHCP Section 6.1.2.

Consistency with MSHCP Section 6.1.3

Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. No suitable habitat was found onsite for narrow endemic sensitive plant species slender-horned spineflower, spreading navarretia, California Orcutt grass, San Miguel savory, Hammitt’s clay-cress or Wright’s trichocornis. One additional sensitive plant species, Palmer’s grapplinghook, was found to have a low potential to occur onsite, but since it is a CRPR 4.3 species, this species does not require a focused plant survey per CEQA standards. No additional non-MSHCP-covered sensitive or narrow endemic plant species with the potential to occur on site were identified during the literature review and site assessment. However, the Project site does support suitable habitat for narrow endemic sensitive plant species Munz’s onion, San Diego ambrosia and many-stemmed dudleya. Therefore, for MSHCP consistency, a focused rare plant survey for these species was completed. The focused plant survey found no Narrow Endemic Plant Species on the project site. Thus, the proposed Project is consistent with the policies set forth in MSHCP Section 6.1.3.

Consistency with MSHCP Section 6.1.4

Section 6.1.4, *Guidelines Pertaining to the Urban/Wildlife Interface*, outlines the minimization of indirect effects associated with locating development in proximity to the MSHCP Conservation Area. The Project site is not immediately adjacent to a defined MSHCP Conservation Area and thus does

not pose a risk of causing direct or indirect effects to any defined MSHCP Conservation Areas. However, it is directly adjacent to a proposed Conservation Area (Proposed Linkage 2), and there are two parcels removed from the Project site but within Cell 4266 that are set aside as Public Quasi-Public Conserved Lands. In addition, a flood control mitigation area is situated directly west of the Project site. Further Urban Wildlands Interface analysis is required under section 6.1.4 of the MSHCP for proposed Linkage 2 and the flood control mitigation area immediately west of the Project site. Specifically, edge effects due to construction and long-term operations and maintenance of the proposed Tigé Watersports facility are to be addressed. Edge effects may include, but not necessarily be limited to, runoff and toxins from the Project site that could potentially enter Collier Marsh, the use of native or non-native plants in landscaping, the introduction of domestic predators (i.e., cats and dogs), and light and noise creating activities that may impact adjacent natural lands.

The Project design includes a number of features to reduce edge effects to less than significant levels. First, the Project site will be graded such that Project site runoff (and any toxins) would be directed toward the north side of the Project site, where a proposed bio-filtration basin planted with native riparian plant species would be placed. The bio-filtration basin would be designed to filter out runoff and toxins from the Project site, before directing any excess runoff to a proposed riprap energy dissipater/secondary filtration zone that ultimately ends at the Project site boundary. The combination of the bio-filtration basin and the energy dissipater, when factoring in the volume of Project site-generated runoff potential, is designed to reduce runoff and toxin thresholds into the adjacent natural lands to less than significant levels. Second, noise-generating activities due to construction of the Project would be kept below 60 dBA in the adjacent natural lands through the implementation of sound walls at the Project boundary; there are no noise impacts associated with the long-term operations and maintenance of the proposed business usage of the Project site. Third, any exterior lighting will be shielded away from the natural lands. Fourth, the proposed usage of the Project site is as a contained hand-built boat construction and sales business, and as such, there are no plans to introduce domestic predators. Fifth, the proposed buildings are situated toward the eastern edge of the parcel, as far as possible from the adjacent natural lands. Sixth, invasive and/or non-native plant species on the California Invasive Plant Council List will not be used to landscape the Project site. All of these design features and the implementation of mitigation measures **MM Bio 3** and **MM Bio 4** will collectively reduce potential construction-related and long-term operations and maintenance impacts to less than significant levels, through avoidance and/or minimization techniques. Thus, the project will not conflict with the policies set forth in MSHCP Section 6.1.4.

Consistency with MSHCP Section 6.3.2

The MSHCP also requires additional surveys for certain species if the Project is located within criteria areas shown on Figure 6-2 (Criteria Area Species Survey Area), Figure 6-3 (Amphibian Species Survey Areas with Critical Area), Figure 6-4 (Burrowing Owl Survey Areas with Criteria Area) and Figure 6-4 (Mammal Species Survey Areas with Criteria Area) of the MSHCP. The Project is not within survey areas for amphibian species (MSHCP Figure 6-3) or mammal species (MSHCP Figure 6-5) and surveys for those species are not required. The property is located within a Criteria Area Species Survey Area (CASSA). No suitable habitat for criteria area sensitive plant species was found onsite. The Project site does support suitable habitat for criteria area sensitive plant species thread-leaved brodiaea, smooth tarplant and round-leaved filaree, plus narrow endemic sensitive plant species Munz's onion, San Diego ambrosia and many-stemmed dudleya. Therefore, for MSHCP consistency, a focused rare plant survey for these species was completed. The focused plant survey found no Criteria Area Species on the Project site.

Black Environmental, Inc. between April 6, 2007 and June 29, 2017 conducted focused Burrowing owl (*Athene cunicularia*) surveys. No burrowing owls and/or burrowing owl sign was observed during the focused surveys. The Project site appears to undergo periodic maintenance through vegetation management. Burrowing owl-suitable burrows were found in several areas of the Project site and Survey Area. Optimally suitable areas were correlated with high California ground squirrel activity, with the greatest concentration in the eastern end of the Survey Area, outside the Project footprint. Since no burrowing owls were identified during the focused survey efforts, no impacts to burrowing

owls are anticipated to occur. Although suitable burrows were present onsite, many appeared currently occupied by California ground squirrels, and no burrowing owls or sign were observed. Implementation of **MM Bio 2**, requiring a pre-construction presence/absence survey for burrowing owl to be conducted within 30 days of the commencement of project-related grading or other land disturbance activities will ensure that the species has not moved onto the site since completion of the surveys.

Consistency with MSHCP Section 6.4

MSHCP Section 6.4 required fuel management where development is proposed adjacent to MSHCP Conservation area. The Project site is not immediately adjacent to a MSHCP Conservancy Area and thus does not pose a risk of causing direct or indirect effects to MSHCP Conservancy Areas. Thus, no further action related to fuels management is required.

Consistency with MSHCP Section 7.5.2

MSHCP Section 7.5.2 provides guidelines for wildlife crossings where there is either known wildlife movement, and/or in portions of the MSHCP Conservation Area that are assembled to provide for wildlife movement. The Project area does not have a wildlife crossing and does not provide topographic or vegetative features that function as a wildlife movement corridor or habitat linkage. Thus, MSHCP Section 7.5.2 does not apply to the Project.

MSHCP Appendix C and Section 7.5.3

The MSHCP lists standard best management practices and guidelines to be implemented during project construction that will minimize potential impacts to sensitive habitats in the vicinity of a project. The guidelines relate to water pollution and erosion control, equipment storage, fueling, and staging, dust control, exotic plant control and timing of construction. The Permittee is required to implement measures from Appendix C and Section 7.5.3 for projects. Thus, the proposed Project will be compliant with Appendix C and Section 7.5.3 of the MSHCP.

The proposed Project is consistent with all applicable sections of the MSHCP. Implementation of mitigation measure **MM Bio 1** ensures consistency with the MSHCP. Stephens' kangaroo rat, listed as endangered, is unlikely to be present on the Project site due to lack of associated habitat and because of the high level of land disturbance. Land/habitat mitigation or focused surveys are not required for SKR.

Thus, the proposed Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, impacts are less than significant with mitigation.

Mitigation Measures:

MM Bio 1: MSHCP Fees. Defined in Item IV.a, above.

MM Bio 2: Burrowing Owl Surveys. Defined in Item IV.a, above.

MM Bio 3: Nesting Bird Pre-construction Surveys. Defined in Item IV.a, above.

MM Bio 4: Construction Sound Walls. Defined in Item IV.a, above.

(Sources: Bio Report; LEMC)

V. CULTURAL RESOURCES

Evaluation

a)	Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. As included in the *Cultural Resources Inventory* for the proposed Project conducted by Jay K. Sander dated May 2017 (Appendix C), a record search/literature review was conducted on April 25, 2017 by the Eastern Information Center (EIC), located at the University of California, Riverside. The purpose of this review was to examine any existing cultural resources survey reports, archaeological site records, and historic maps to determine whether previously documented prehistoric or historic archaeological sites, architectural resources, cultural landscapes, or ethnic resources exist within or near the project area. The record search/literature review was also conducted to determine whether any historic properties listed on or determined eligible for listing on the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) exist within the project area.

Records obtained from the EIC indicate that 46 previous cultural resources investigations have taken place within a one-mile radius of the project area, including one that surveyed a portion of the current project area. The records search also revealed that there are 28 previously recorded cultural resources within a one-mile radius of the project area. One of these, P-33-15794 (CA-RIV-8226H), was recorded within the current project area. P-33-15794 consists of two concrete foundations with associated landscaping trees. Phase II testing conducted by George et al. (2009), determined that the resource is not eligible for inclusion on the NRHP or CRHR. Because this site is not considered to be a historic property under 36 CFR 800.5(a)(1), or a historical resource for the purposes of CEQA, it is exempt from further consideration.

On May 2, 2017 an intensive pedestrian survey of the approximately 2.78-acre project area that is slated for construction was conducted. The surveyor walked transects perpendicular to Riverside Drive spaced 20 meters apart in order to ensure overlapping fields of view. No archaeological sites or isolates were found within or adjacent to the project area. The surveyor noted that the entire area has been heavily disturbed through agricultural activities, which probably included mechanical leveling of the ground.

Since there are no cultural resources at the Project site, impacts related to the loss of an historical resource are less than significant.

Mitigation Measures: No mitigation measures are required.

(Source: Cultural Report)

b)	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant with Mitigation Incorporated. As described in Section V.a, above, On May 2, 2017 an intensive pedestrian survey of the approximately 2.78-acre project area that is slated for construction was conducted. The surveyor walked transects perpendicular to Riverside Drive spaced 20 meters apart in order to ensure overlapping fields of view. No archaeological sites or isolates were found within or adjacent to the project area. The surveyor noted that the entire area has been heavily disturbed through agricultural activities, which probably included mechanical leveling of the ground. Therefore, the proposed Project will not result in a substantial adverse change in the significance of a known archaeological resource. Implementation of Mitigation Measures **MM Cul 1** through **MM Cul 4** will further ensure impacts remain less than significant in the event any unknown archaeological resources are identified during earthmoving activities.

Mitigation Measures:

MM Cul 1: *Unanticipated Resources.* The developer/permit holder or any successor in interest shall comply with the following for the life of this permit:

If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:

1. All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the Project Archaeologist, the Native American tribal representative(s) from consulting tribes (or other appropriate ethnic/cultural group representative), and the Community Development Director or their designee to discuss the significance of the find.
2. The developer shall call the Community Development Director or their designee immediately upon discovery of the cultural resource to convene the meeting.
3. At the meeting with the aforementioned parties, the significance of the discoveries shall be discussed and a decision is to be made, with the concurrence of the Community Development Director or their designee, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resource.
4. Further ground disturbance shall not resume within the area of the discovery until a meeting has been convened with the aforementioned parties and a decision is made, with the concurrence of the Community Development Director or their designee, as to the appropriate mitigation measures.

* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to sacred or cultural importance.

MM Cul 2: *Archaeologist/CRMP.* Prior to issuance of grading permits, the applicant/developer shall provide evidence to the Community Development Department, Planning Division, that a Secretary of Interior Standards qualified and certified Registered Professional Archaeologist (RPA) has been contracted to implement a Cultural Resource Monitoring Program (CRMP) that addresses the details of all activities that must be completed and procedures that must be followed regarding cultural resources associated with this project. The CRMP document shall be provided to the Community Development Director or their designee for review and approval prior to issuance of the grading permit. The CRMP provides procedures to be followed and are to ensure that impacts on cultural resources will not occur without procedures that would reduce the impacts to less than significant. These measures shall include, but shall not be limited to, the following:

Archaeological Monitor - An adequate number of qualified monitors shall be present to ensure that all earth-moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist and if required, in consultation with the Tribal monitor.

Cultural Sensitivity Training - The Project Archaeologist and if required, a representative designated by the Tribe shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all Construction Personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event

unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.

Unanticipated Resources - In the event that previously unidentified potentially significant cultural resources are discovered, the Archaeological and/or Tribal Monitor(s) shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist, in consultation with the Tribal monitor shall determine the significance of the discovered resources. The Community Development Director or their designee must concur with the evaluation before construction activities will be allowed to resume in the affected area. Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Project Archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Isolates and clearly non-significant deposits shall be minimally documented in the field and the monitored grading can proceed.

Artifact Disposition - The landowner(s) shall relinquish ownership of all cultural resources, (with the exception of sacred items, burial goods, and Human Remains) including all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. This shall include any and all artifacts collected during any previous archaeological investigations. The applicant shall relinquish the artifacts through one or more of the following methods and provide the Community Development Director or their designee with evidence of same:

1. A fully executed reburial agreement with the Consulting Native American tribe(s) or band(s). This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing, analysis and special studies have been completed on the cultural resources and approved by the Community Development Director or their designee.
2. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards pursuant to 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers and Native American tribal members for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.
3. If more than one Native American Group was involved with AB52 or SB18 consultation for the project and a consensus cannot be reached as to the disposition of artifacts (cultural resources), the Project Archaeologist shall then proceed with the cultural resources being curated at the Western Science Center. The applicant is responsible for all costs related to curation.

Phase IV Report - A final archaeological report shall be prepared by the Project archaeologist and submitted to the Community Development Director or their designee prior to grading final. The report shall follow County of Riverside requirements and shall include at a minimum: a discussion of the monitoring methods and techniques used; the results of the monitoring program including any artifacts recovered; an inventory of any resources recovered; updated DPR forms for all sites affected by the development; final disposition of the resources including GPS data; artifact catalog and any additional recommendations. A final copy shall be submitted to the City, Project Applicant, the Eastern Information Center (EIC), and the Tribe.

MM Cul 3: Tribal Monitoring. Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the AB 52 and/or the SB 18 process ("Monitoring Tribes"). The applicant shall coordinate with the Tribe(s) to develop individual Tribal Monitoring Agreement(s). A copy of the signed agreement(s) shall be provided to the City of Lake Elsinore Planning Department prior to the issuance of a grading permit. The Agreement shall address the treatment of any known tribal cultural resources (TCRs) including the project's approved mitigation measures and conditions of approval; the designation, responsibilities, and participation of professional Tribal Monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains/burial goods discovered on the site per the Tribe(s) customs and traditions and the City's mitigation measures/conditions of approval. The Tribal Monitor will have the authority to stop and redirect grading in the immediate area of a find in order to evaluate the find and determine the appropriate next steps, in consultation with the Project archaeologist.

MM Cul 4: Phase IV Report. Upon completion of the implementation phase, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the County website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting.

(Source: Cultural Report)

c)	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant with Mitigation Incorporated. According to the Riverside County GIS database, this site has been mapped as having a "Low Potential" for paleontological resources. This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As included in the *Cultural Resources Inventory* for the proposed Project conducted by Jay K. Sander dated May 2017 (Appendix C), a search for paleontological files and database was conducted by the Natural History Museum of Los Angeles County, Vertebrate Paleontology Section on April 24, 2017. The search indicated that the project area is located on younger Quaternary Alluvium. These deposits typically do not contain significant fossil vertebrates in their uppermost layers; however, older deposits in the proposed project area may well contain significant fossil remains. If any older rock units are encountered which have lithology conducive to paleontologic preservation, then a qualified paleontologist shall be retained to determine the potential impact. Implementation of Mitigation Measure **MM Paleo 1** would reduce impacts to paleontological resources to less than significant.

Mitigation Measures:

MM Paleo 1: Paleontological Monitoring. If fossil remains are encountered during site development:

1. All site earthmoving shall be ceased in the area of where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site.
2. The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the City of the discovery.

3. The applicant shall retain a qualified paleontologist.
4. The paleontologist shall determine the significance of the encountered fossil remains.
5. Paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level.
6. If fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains.
7. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators.

* The City must be consulted on the repository/museum to receive the fossil material prior to being curated.

(Sources: RC GIS, Cultural Report)

d)	Would the project disturb any human remains, including those interred outside of formal cemeteries?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact with Mitigation Incorporated. There are no cemeteries located within the proposed Project boundary. In the event human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Thus, with adherence to existing regulatory requirements and implementation of mitigation measure **MM Cul 5**, the Project is not anticipated to disturb any human remains. Therefore, impacts are less than significant with mitigation incorporated.

Mitigation Measures:

MM Cul 5: Discovery of Human Remains. If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with the following codes: Pursuant to State Health and Safety Code Section 7050.5, if human remains are

encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission (NAHC) shall be contacted by the Coroner within the period specified by law (24 hours). The NAHC shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, inspect the site of the discovery of the Native American human remains and may recommend means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall make recommendations or preferences for treatment within 48 hours of being granted access to the site. Upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, where the Native American human remains are located, is not damaged or disturbed.

The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. The descendants' preferences for treatment may include the following:

1. The nondestructive removal and analysis of human remains and items associated with Native American human remains.
2. Preservation of Native American human remains and associated items in place.
3. Relinquishment of Native American human remains and associated items to the descendants for treatment.
4. Other culturally appropriate treatment.

The parties may also mutually agree to extend discussions, taking into account the possibility that additional or multiple Native American human remains, as defined in this section, are located in the project area, providing a basis for additional treatment measures. Human remains of a Native American may be an inhumation or cremation, and in any state of decomposition or skeletal completeness. Any items associated with the human remains that are placed or buried with the Native American human remains are to be treated in the same manner as the remains, but do not by themselves constitute human remains.

Whenever the commission is unable to identify a descendant, or the descendants identified fail to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance. To protect these sites, the landowner shall do one or more of the following:

1. Record the site with the commission or the appropriate Information Center.
2. Utilize an open-space or conservation zoning designation or easement.
3. Record a document with the county in which the property is located. The document shall be titled "Notice of Reinternment of Native American Remains" and shall include a legal description of the property, the name of the owner of the property, and the owner's acknowledged signature, in addition to any other information required by this section. The document shall be indexed as a notice under the name of the owner.

Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with the descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Human remains from other ethnic/cultural

groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the City.

(Source: Cultural Report)

VI. GEOLOGY

Evaluation

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.	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>

Less than Significant Impact. According to the Riverside County GIS database, the project is not located within a fault zone. The nearest faults to the Project site are associated with the Elsinore Fault system located approximately 0.5 miles from the site. There are no known active fault traces in the Project vicinity. Based on mapping and historical seismicity, the seismicity of the Peninsular Range has been generally considered high by the scientific community. The site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards. No active faults with the potential for surface fault rupture are known to pass directly beneath the site. Thus, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. Additionally, any structure developed as a part of the Project will be subject to seismic design criteria in accordance with the California Building Code (CBC) which will reduce potential impacts related to the rupture of an earthquake fault. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; RC GIS)

ii)	Strong seismic ground shaking?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The Project site is likely to experience repeated moderate to strong ground shaking generated by the Elsinore fault in the foreseeable future. The City and surroundings also have the potential to experience significant ground shaking as a result of seismic activity on a number of the Peninsular Ranges' other active faults as shown in Section 3.11 Geology & Soils of the Lake Elsinore General Plan EIR. However, the proposed Project will be required to implement all requirements of the current edition of the CBC, applicable to the Project, which provides criteria for the seismic design of buildings. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; RC GIS)

iii)	Seismic-related ground failure, including liquefaction?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. Liquefaction more often occurs in earthquake-prone areas underlain by young (Holocene age) alluvium where the groundwater table is shallower than 50 feet below the ground surface. Figure 3.11-3 Liquefaction Susceptibility in Lake Elsinore Area in the Lake Elsinore General Plan Update EIR for the proposed Project site is not susceptible due to groundwater levels. Construction subject to City permitting is required to adhere to the minimum building code standards which include provisions for construction to resist seismic loading. Impacts related to seismic-related ground failure, including liquefaction, would be less than significant as a result of the project.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

iv)	Landslides?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The California Department of Conservation GIS map does not show any landslide overlay on the proposed Project site. The report attached to it lists Lake Elsinore as a city affected by Earthquake Fault Zones. The proposed Project is located in the Business district and has a percent slope under 15%. Landslide impacts would be concentrated in districts with steep slopes of more than 30% and Hillside Residential land use designations, including the Northwest Sphere, Lake View Sphere, Lakeland Village, Alberhill, North Central Sphere, Meadowbrook, Lake Elsinore Hills, and Riverview districts. No impacts related to landslides would result from the Project.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; RC GIS)

b)	Would the project result in substantial soil erosion or the loss of topsoil?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. Construction activities have the potential to result in soil erosion or the loss of topsoil. However, erosion will be addressed through the implementation of existing State and Federal requirements, and minimized through compliance with the National Pollutant Discharge Elimination System (NPDES) general construction permit which requires that a storm water pollution prevention plan (SWPPP) be prepared prior to construction activities and implemented during construction activities. The preparation of a Storm Water Pollution Prevention Plan (SWPPP) will identify Best Management Practices (BMPs) to address soil erosion. Upon compliance with these standard regulatory requirements, the proposed Project is not anticipated to result in substantial soil erosion or the loss of topsoil. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. According to the Riverside County GIS database, the Project is located in an area susceptible to subsidence. Seismic ground subsidence (not related to liquefaction induced settlements) occurs when strong earthquake shaking results in the densification of loose to medium density sandy soils above groundwater. To lessen the potential impacts of subsidence and collapsible soils at the site, the proposed Project will be constructed in accordance with the requirements of the CBC, specifically the CBC Site Class D design criteria to estimate design seismic loading for the proposed structures on the Project site. As a result, impacts to geology and soils would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR, RC GIS)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The *Phase I Environmental Site Assessment* prepared for the Project by Sladden Engineering, identified two soil types, Garretson (GaA) and Pachappa (PaA). Both soil types are rated as “Well Drained” and can hold up to 14 centimeters (cm) of rainwater for every 100 cm. This testing was done by California SoilWeb Resource at UC-Davis. Due to the lack of expansive soil on the Project site, impacts related to unstable geological units or soils are less than significant and no mitigation is necessary. (USDA, Web Soil Survey, 2017)

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR, Phase I ESA)

e)	Would the project 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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The proposed Project will be served by a sewer system and no septic tanks or alternative wastewater disposal systems would be required. Existing septic systems and any septic systems discovered during the development of the proposed Project will be properly abandoned, closed, or destroyed in accordance with all applicable state and local regulations. Thus, the proposed Project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Therefore, impacts are less than significant

Mitigation Measures: No mitigation measures are required.

(Sources: Project Description)

VII. GREENHOUSE GAS EMISSIONS

Evaluation

a)	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. Construction activities produce combustion emissions from various sources (e.g., site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew). Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. Operation GHG emissions are expected to be limited to energy consumption involved in operation of the boat sales, maintenance, and repair business. Estimated total Project construction and annual operation GHG emissions analyzed for the year 2020 and 2030 conditions are presented below in Table 5.

Table 5 - Estimated Project GHG Emissions

Category	CO2	CH4	N2O	CO2e
Year				
Area Sources	0.0	0.00	0.00	0.00
Energy Usage	111.06	0.00	0.00	111.55
Mobile Sources	155.41	0.01	0.00	155.62
Off-Road Equipment	17.46	0.01	0.00	17.60
Solid Waste	3.2	0.19	0.00	8.01
Water and Wastewater	22.38	0.16	0.00	27.69
Construction	8.9	0.00	0.00	8.99
Vegetation				-1.32
Total 2020 Emissions	318.17	0.3	0.00	327.82
SCAQMD Draft Threshold of Significance for All Land Uses				3,000
Service Population				59
Year 2020 Emissions per Service				5.6
City of Lake Elsinore Year 2020 Effi-				6.6
Year				
Area Sources	0.0	0.00	0.00	0.00
Energy Usage	90.68	0.00	0.00	91.09
Mobile Sources	101.05	0.00	0.00	101.16
Off-Road Equipment	21.04	0.00	0.00	21.06
Solid Waste	3.2	0.19	0.00	8.01
Water and Wastewater	16.56	0.16	0.00	21.84
Construction	8.6	0.00	0.00	8.67
Vegetation				-1.32
Total 2030 Emissions	241.19	0.3	0.00	250.51
Service Population				59
Year 2030 Emissions per Service				4.3
City of Lake Elsinore Year 2030 Effi-				4.4

As shown in Table 4 above, the proposed Project would create 327.82 MTCO₂e per year based on the year 2020 conditions and would result in an efficiency rate of 5.6 MTCO₂e per year per service population that is within the City of Lake Elsinore's Year 2020 Efficiency Target of 6.6 MTCO₂e per year. The proposed Project would also create 250.51 MTCO₂e per year based on the year 2030 conditions and would result in an efficiency rate of 4.3 MTCO₂e per year per service population that is within the City of Lake Elsinore's Year 2030 Efficiency Target of 4.4 MTCO₂e per year. The proposed Project's GHG emissions for both years 2020 and 2030 would be within the SCAQMD's thresholds of significance for all land use types of 3,000 MTCO₂e per year. The Year 2020 and 2030 GHG emissions are based on approved statewide GHG reduction measures and the required GHG reduction measures provided in the City's Climate Action Plan (CAP).

The CAP is a comprehensive document to ensure the City reduces communitywide GHG emissions consistent with AB 32 and EO S-3-05. The CAP was prepared concurrently with the City's General Plan and Environmental Impact Report to serve as the City's primary information and policy document for GHG emissions reductions in order to analyze and reduce potentially significant GHG emissions resulting from development under the City General Plan. Pursuant to the CAP documentation, further analysis is required to determine if a significant impact would occur.

CAP Consistency Analysis

The City's CAP contains a GHG emissions reduction target based on a communitywide emissions reduction to 6.6 MT CO₂e per service population per year by 2020. The communitywide GHG emission reduction assumes a 22.3 percent reduction from the 2008 rate of 8.5 MT CO₂e per service population. The City's CAP also contains the following GHG-related measures that are applicable to the proposed Project: T-1.2 Pedestrian Infrastructure, T-1.4 Bicycle Infrastructure, T-1.5 Bicycle Parking Standards, T-3.1 Mixed Use, High Density, Infill and Transit Oriented Development, T-4.1 Commute Trip Reduction Program, E-1.1 Tree Planting Requirements, E-1.2 Cool Roof Requirements, E-1.3 Energy Efficient Building Standards, E-4.1 Landscaping Ordinance, E-4.2 Indoor Water Conservation Requirements, S-1.1 Commercial Recycling, and S-1.4 Construction and Demolition Waste Diversion.

Implementing projects that are in compliance with the above mandatory CAP GHG reduction measures would result in a decrease of GHG emissions. These measures will be applied to the proposed Project to reduce GHG emissions. Appendix D of the CAP contains a Project-level worksheet that an applicant may use to demonstrate consistency with the General Plan growth potential and CAP. The following are the criteria for determining consistency with the CAP:

1. Is the project consistent with the General Plan land use designation?

Determination: Development of the Project site would include a boat assembly, sales, and service, which is consistent with the Limited Industrial (LI) land use designation. Therefore, the Project meets this criterion.

2. Is the project consistent with the General Plan population and employment projections for the site, upon which the CAP modeling is based?

Determination: The City of Lake Elsinore General Plan's build-out of population, housing, and employment figures has anticipated development of the Project site as Limited Industrial (LI). This land use designation and projection were used in the preparation of the CAP. Therefore, the Project meets this criterion.

3. Does the project incorporate the following CAP measures as binding and enforceable components of the project? Until these measures have been formally adopted by the City and incorporated in to applicable codes, the requirements must be incorporated as mitigation measures applicable to the project (CEQA Guidelines, Section 15183.5(b)(2)).

Determination: Project design features require that the Project implement CAP measures T-1.2, T-1.4, T-1.5, T-3.1, T-4.1, E-1.1, E-1.2, E-1.3, E-4.1, E-4.2, S-1.1, and S-1.4. Therefore, the Project meets this criterion.

Based on the analysis above, with implementation of the CAP GHG reduction measures, the proposed Project will be consistent with and will be built upon the goals, policies, and implementation programs contained in the adopted City CAP. Thus, the proposed Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG; CAP)

b)	Would the project conflict with an applicable plan, policy or regulation adopted for the purpose or reducing the emissions of greenhouse gases?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The proposed Project would be required to comply with the 2016 Title 24 standards and the CalGreen building standards, as well as implement various sustainability features with which the Project is required to comply. These features would foster, among other benefits, reductions in energy consumption, waste generation, and associated pollution. In addition, newer construction materials and practices, current energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to materials and equipment used years ago.

As described in Item VII.a above, the City's CAP is a comprehensive document to ensure the City reduces communitywide GHG emissions consistent with AB 32 and EO S-3-05. The CAP was prepared concurrently with the City's General Plan and Environmental Impact Report to serve as the City's primary information and policy document for GHG emissions reductions in order to analyze and reduce potentially significant GHG emissions resulting from development under the City General Plan.

Based on the CAP consistency analysis described in Item VII.a above, with implementation of the CAP GHG reduction measures, the proposed Project will be consistent with and will be built upon the goals, policies, and implementation programs contained in the adopted City CAP. Thus, the proposed Project will be consistent and not conflict with an applicable City's policy, regulations, or CAP adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG; CAP)

VIII. HAZARDS AND HAZARDOUS MATERIALS

Evaluation

a)	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. Construction of the proposed Project may include the transportation and storage of hazardous materials, such as fuels, cleaning solvents, or pesticides. The transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. The proposed Project is not expected to create the need for an excess of hazardous materials being used on-site during construction or operation.

The proposed Project would use materials typically associated with the construction and repair of boats during operation. These materials include fiberglass, resin, gasoline, oil, and solvents. A number of federal and state agencies prescribe strict regulations for the safe transportation of hazardous materials. Hazardous material transport, storage and response to upsets or accidents are primarily subject to federal regulation by the United States Department of Transportation (DOT) Office of Hazardous Materials Safety in accordance with Title 49 of the Code of Federal Regulations. California regulations applicable to Hazardous material transport, storage and response to upsets or accidents are codified in Title 13 (Motor Vehicles), Title 8 (Cal/OSHA), Title 22 (Management of Hazardous Waste), Title 26 (Toxics) of the California Code of Regulations, and the Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory).

As the proposed Project will be required to comply with all applicable federal and state laws related to the transportation, use, storage and response to upsets or accidents that may involve hazardous materials would reduce the likelihood and severity of upsets and accidents during transit and storage, it is not expected to result in the use of large amounts of hazardous materials that would create a hazard to the public or environment. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: CCR; Code of Federal Regulations; Health and Safety Code)

b)	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. As noted in response Item VIII.a above, the proposed Project may involve the use of hazardous materials but shall comply with all applicable federal and state laws pertaining to the transport, use, disposal, handling, and storage of hazardous materials, including but not limited to Title 49 of the Code of Federal Regulations and Title 13, (motor vehicles) Title 8 (Cal/OSHA), Title 22 (Health and Safety Code), Title 26 (Toxics) of the California Code of Regulations, and Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory), which describes strict regulations for the safe transportation and storage of hazardous materials. Thus, the proposed Project will be required to comply with all applicable federal and state laws related to the transportation, use and storage of hazardous materials and will not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: CCR; Code of Federal Regulations; Health and Safety Code)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The proposed Project would involve the storage and use of material and chemicals associated with the construction and repair of boats. These potentially hazardous

substances would not be of a type or occur in sufficient quantities onsite to pose a significant hazard to public health and safety, or the environment. The closest school (Diego Hills Charter School) is located approximately 1.3 miles southwest of the Project site. Since the Project is not located within one-quarter mile of an existing school and would not emit significant hazardous materials, impacts would be less than significant impact.

Mitigation Measures: No mitigation measures are required.

(Sources: Google Earth)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. A *Phase I Environmental Site Assessment* was prepared by Sladden Engineering on March 27, 2017 for the proposed Project site; a site visit was conducted on March 2, 2017. The presence or likely presence of any hazardous substances or petroleum products was not found in, on, or at the Project site. Based on the observed uses of the properties located immediately adjacent to the Project site, it is unlikely that significant quantities of hazardous materials are currently stored or handled at the adjacent properties.

One (1) nearby property (EZ Products) is located 0.037 miles to the north northeast is listed in the Resource Conservation and Recovery Act Small Quantity Generator (RCRA-SQG) database. The site should not have a significant environmental impact on the property as small quantity hazardous waste generator. One (1) site identified as Cans Plus Recycling located 0.174 miles is listed within the Solid Waste Disposal Sites (SWRCY) database. The site is not expected to have a significant environmental impact on the subject property as solid waste disposal site. The Project site that is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and no significant hazards were identified during the *Phase I Environmental Site Assessment*. As a result, the proposed Project would not create a significant hazard to the public or the environment. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Phase I ESA)

e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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No Impact. The proposed Project is not located within an airport land use plan or located within two miles of a public use airport and as such, will have no impact resulting in a safety hazard for people residing or working in the Project area. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The Skylark Airport is located approximately 7 miles southeast of the Project site. The Skylark Airport is a private airport that is the hub for air sports in Lake Elsinore and accommodates organizations that utilize the airport for plane use, glider flights, and skydiving. The runway surface at Skylark Airport consists of gravel and sand; as such, this surface generally does not permit optimal conditions for frequent and convenient airport operations. The proposed Project site is not within the Skylark Airport Influence Area as depicted in Figure 2.7 – Airport Influence Areas of the City’s General Plan and as such does not need to be evaluated for consistency with continued operations at the airport. Thus, the proposed Project will not result in any impacts related to private airstrips and safety hazards for people residing or working in the Project area. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; General Plan Figure 2.7 – Airport Influence Areas)

g)	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The proposed Project will be required to comply with all applicable fire code requirements for construction and access to the site and as such, will be reviewed by the City Fire Department to determine the specific fire requirements applicable to ensure compliance with these requirements. This review will ensure that the Project will provide adequate emergency access to and from the site. Further, the City Engineer and the City Fire Department will review any modifications to existing roadways to ensure that adequate emergency access and/or emergency response would be maintained. Thus, the proposed Project does not propose any changes that will impact the City’s Emergency Preparedness Plan or the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan so will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The Project site is located in an area designated as having a moderate potential for a wildfire according to Figure 3.1 – Wildfire Susceptibility of the City’s General Plan. The proposed Project site has been previously disturbed. A riparian corridor exists to the west of the Project

site. Yet, areas to the north, east, and southeast are developed with urban uses. Thus, the proposed Project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; General Plan Figure 3.1 – Wildfire Susceptibility)

IX. HYDROLOGY AND WATER QUALITY

Evaluation

a)	Would the project violate any water quality standards or waste discharge requirements?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The Santa Ana Regional Water Quality Control Board (SARWQCB) sets water quality standards for all ground and surface waters within the Project's 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).

Activities associated with the construction of the proposed Project would include grading and site preparation, which may have the potential to release pollutants (e.g., oil from construction equipment, cleaning solvents, paint) and silt off-site which could impact water quality. However, the Project is required to prepare a Stormwater Pollution Prevention Plan (SWPPP) pursuant to the statewide General Construction Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, adopted September 2, 2009 and effective as of July 2, 2010) issued by the State Water Resources Control Board (SWRCB) for construction projects.

Development of the proposed Project would add impervious surfaces to the site through associated parking lot and parking, sidewalks, and drive aisles. By increasing the percentage of impervious surfaces on the site, less water would percolate into the ground and more surface runoff would be generated. Paved areas and streets would collect dust, soil and other impurities that would then be assimilated into surface runoff during rainfall events. Operation of the Project has the potential to release pollutants resulting from replacing vacant land with roadways, walkways, and parking lots. These improvements may potentially impact water quality. However, according to the *Project Specific Water Quality Management Plan* prepared by RENCivil Engineering dated January 12, 2017, the impervious area has been reduced to the minimum area possible. The Preliminary WQMP has been submitted to the City Public Works Department for review. Prior to issuance of a grading or building permit, a final WQMP will be required for the Project.

The proposed Project incorporates site design, source controls and treatment control BMPs to address storm water runoff. The building rooftops shall drain back to landscape areas, where possible, for natural filtration. A majority of the flows from the site will occur over impervious surfaces that discharge to the underground on-site infiltration tank. Biofiltration and bioretention BMPs are also included to treat storm water runoff before it leaves the site. Thus, through BMPs combined with compliance of existing regulations the proposed Project will not violate water quality standards or waste discharge requirements. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; Hydro; P-WQMP; SWRCB)

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)?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. According to General Plan EIR, the proposed Project is located within the Elsinore Groundwater Management Zone (GMZ). Since the City has a large amount of vacant land, substantial changes to recharge systems could occur from development of the vacant parcels. In order to reduce pollutants, the City has implemented policies to minimize pollutants in the local and regional waterways, which includes water that percolates into the groundwater through Water Resources Policies 4.1, 4.2, and 4.3. Water Resources Policies 4.1 and 4.2 require development projects to acquire a National Pollutant Discharge Elimination System (NPDES) permit and implement Best Management Practices (BMPs) to reduce pollutants. Water Resources Policy 4.3 requires the City to review future development project's beneficial uses during the environmental review stage. Therefore, the proposed Project is not expected to substantially deplete groundwater supplies.

As outlined in the *Project Specific Water Quality Management Plan* prepared by RENCivil Engineering dated January 12, 2017, the proposed Project utilizes the minimum impervious area possible. Due to high ground water, Bioretention will be used to clean and filter the water but not allowing it to infiltrate into the ground. The Bioretention will be lined so that no water filters into the groundwater. All of the water in the Bioretention will be conveyed out through French drains and into the storm drain system. Thus, development of the Project site will not substantially interfere with groundwater recharge. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; P-WQMP; WQCPSARB).

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 substantial erosion or siltation on- or offsite?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. According to the *Project Specific Water Quality Management Plan* prepared by RENCivil Engineering dated January 12, 2017, the Project site has a graphed hydrological flow which occurs only as sheet flow from the northeast toward the southwest corner. Development of the Project site for commercial use will include associated parking, landscape areas, and drive aisles. The overall drainage pattern will remain unchanged as a result of the development. The Project would convey drainage through culverts, bioretention, and an underground pipe into the existing RCFCD drainage facilities.

The Project is subject to NPDES requirements including preparing and implementing a SWPPP for the prevention of runoff during construction. Erosion, siltation and other possible pollutants associated

with long-term implementation of the Project is addressed as part of the Project-specific Preliminary WQMP and grading permit process. Thus, through compliance with existing regulations and policies the proposed Project will not 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. Therefore, impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: P-WQMP)

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 offsite?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. As described in Item IX.c above, the overall drainage pattern will remain unchanged as a result of the development; the site will still drain from the southwest to the northeast. The drainage area will have an increased impervious area from existing conditions and will result in slightly higher peak runoff values. The increase in peak runoff shall be mitigated to a level at or below existing levels through the use of underground infiltration basins, catch basins, and outlet structures as outlined in the *Project Specific Water Quality Management Plan* prepared by RENCivil Engineering. The catch basins can store the anticipated volume from a 100-year, 24-hour storm event. The catch basins will also have sufficient capacity to alleviate the expected increase in runoff, retaining the peak flow within the private street and eliminating offsite flow to Lakeshore Drive. Thus, no flooding on or off-site as a result of the proposed Project will occur. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: P-WQMP)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. As described in Item IXc above, the overall drainage pattern will remain unchanged as a result of the proposed development. The proposed Project incorporates site design, source controls and treatment control BMPs to address storm water runoff. A majority of the flows from the site will occur over impervious surfaces that discharge to the underground catch basins. Biofiltration and bioretention BMPs are also included to treat and retain storm water runoff before it leaves the site.

The amount of water runoff is not expected to exceed stormwater drainage capacity. The Project applicant shall prepare a SWPPP for construction activity associated with the proposed Project. The SWPPP shall be maintained at the construction site for the entire duration of construction. The objectives of the SWPPP are to identify pollutant sources that may affect the quality of storm water discharge and to implement BMPs to reduce pollutants in storm water discharges during construction

and post construction in compliance with NPDES. Projects that comply with NPDES standards would not result in a significant impact. In addition, storm drains located within the City limits are maintained by the City as well as by the Riverside County Flood Control and Water Conservation District. Storm runoff within the City is generally intercepted by a network of City facilities and then conveyed into regional facilities. All downstream conveyance channels that will receive runoff from the Project are engineered and regularly maintained to ensure flow capacity. As such, impacts related to the Project's runoff will be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; P-WQMP)

f)	Would the project otherwise substantially degrade water quality?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. A Project specific Preliminary WQMP was prepared by RENCivil Engineering, which identifies bacteria, metals, trash, organic compounds, oils and grease as pollutants of concern from the Project site. As such, appropriate site design, source control and treatment control best management practices have been incorporated into the Project design to address these pollutants of concern in addition to other potential and expected pollutants generally associated with a residential land use, such as trash and debris, oil, etc. As the proposed Project will be reviewed by the City's Public Works Department and appropriate best management practices have been incorporated into the Project design as described in Item IX.a above, the Project is not anticipated to substantially degraded water quality. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: P-WQMP)

g)	Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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No Impact. The proposed Project is located within the 100-year Flood Hazard Area. However, the Project entails the development of a commercial use. No housing is proposed as a part of the Project. Thus, the proposed Project will not place housing within a 100-year flood hazard area. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: FEMA)

h)	Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant with Mitigation Incorporated. As shown on FEMA Panel No. 06065C2028G, the proposed Project site contains areas within the 1.0 percent annual chance floodplain boundary, areas within the 0.2 percent annual chance floodplain boundary, and areas

determined to be outside the 0.2 percent annual chance floodplain. A majority of the Project site is located within the Special Flood Hazard Area Zone AE, with a determined flood depth of 1 foot. However, with implementation of mitigation measure **MM Hydro 1**, all of the buildings will be constructed such that they are elevated by a minimum of the depth designation, which, in this case is one foot, above the highest adjacent existing ground per the established Flood Elevation published by FEMA. Through the use of the proposed detention basin along with outlet discharge control which is able to mitigate peak runoff flows to a level at or below predevelopment conditions and the increased buildings elevations, life and property will be protected during 100-year storm events. Thus, the proposed Project will not place structures within a 100-year flood hazard area which would impede or redirect flood flows. Therefore, impacts are less than significant with mitigation incorporated.

Mitigation Measures:

MM Hydro 1: Building Elevations. Prior to issuance of occupancy permit, all Project buildings shall be Constructed such that the structures is elevated by a minimum of the depth designation of one foot, above the highest adjacent existing ground per the established Flood Elevation published by FEMA.

(Sources: FEMA; Hydro)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than significant with Mitigation Incorporated. The Elsinore Area Plan of the Riverside General Plan shows that a portion of the City of Lake Elsinore is located within the high inundation zone of the Railroad Canyon Dam, which is located northwesterly of the City in the city of Canyon Lake. If a catastrophic failure were to occur at the dam, the 11,500 acre-feet of water would flow into the San Jacinto River and Lake Elsinore, flooding that portion of the City generally located southwest of Lakeshore Drive, southeast of Riverside Drive (SR-74), northeast of Grand Avenue and northwest of Corydon Street. The extent of the dam inundation zone corresponds with the boundary of the 100-year floodplain for both Lake Elsinore and San Jacinto River shown in Figure 3.9-1 – Hydrologic Resources; of which the Project site is not located. However, the instantaneous failure of the dam is unlikely. Therefore, repairs could be made to a leaking or damaged dam to avoid significant damage to life and/or property. Additionally, Division 3 of the California Water Code, places supervision of non-federal dams to the responsibility of the State Division of Safety of Dams (DSOD). The DSOD routinely inspects operating dams to ensure that they are adequately maintained, and to direct the dam owner to correct any deficiencies. The proposed Project site is not located within the vicinity of a dam inundation area; therefore impacts are less than significant.

The proposed Project is also within the 100-year flood plain. However, through the implementation of mitigation measure **MM Hydro 1**, all proposed buildings shall be constructed such that structures are elevated by a minimum of the depth designation, which, in this case is one foot, above the highest adjacent existing ground per the established Flood Elevation published by FEMA. Through the use of the proposed detention basin along with outlet discharge control which is able to mitigate peak runoff flows to a level at or below pre-development conditions and the increased buildings elevations, life and property will be protected during 100-year storm events. Therefore, the proposed Project will have a less than significant impact with mitigation incorporated in terms of exposing people or structures to a significant risk of loss, injury or death involving flooding.

Mitigation Measures:

MM Hyro 1: Building Elevation. Described in Item IX.h above.

(Sources: General Plan EIR Figure 3.9-1 – Hydrologic Resources; Hydro)

j)	Would the project cause or expose people and structures to inundation by seiche, tsunami, or mudflow?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The potential for the occurrence of a tsunami is considered very low because the Pacific Ocean is the closest tsunami-producing open body of water and is located approximately 25 miles from the Project site; therefore, no impact from tsunami is anticipated. Lake Elsinore lacks significant potential for a damaging seiche because of its low depth, and because of flood control devices constructed by the U.S. Army Corps of Engineers including the berm fill at the southern end of the lake. Additionally, implemented flood control devices lower the potential for a seiche to occur. The Project would result in a less than significant impact to people or structures resulting from inundation by seiche, tsunami, or mudflow.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

X. LAND USE/PLANNING

Evaluation

a)	Would the project physically divide an established community?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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No Impact. The Project site is currently zoned Commercial Manufacturing (C-M) and is surrounded by Limited Manufacturing (M-1) and other C-M zoning designations. The Zoning Code divides the City into districts, or zones, and regulated land use activity in each district, specifying the permitted uses of land and buildings, density, bulk, and other regulations. The proposed Project would construct a commercial business on an undeveloped parcel surrounded by other commercial and industrial development. The Project site does not contain any existing residential or community structures, and is located in the business district. The Project would not divide any established biological communities as analyzed above in Section IV Biological Resources. Therefore, the Project would not physically divide an established community. No significant impact would occur.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; Zoning Map)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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No Impact. The Project site is currently zoned Commercial Manufacturing (C-M) and is surrounded by Limited Manufacturing (M-1) and other C-M zoning designations. The General Plan Land Use

Designation is Limited Industrial (LI) and is surrounded by Limited Industrial (LI) Land Use Designations. The proposed Project is consistent with consistent with its zoning and land use designations. The proposed Project is not within a Specific Plan or Historic Preservation District, nor is it within a General Plan Policy Overlay Area. The Project is also not within an Airport Compatibility Zone or an Airport Influence Area. Thus, the Project will not conflict with any applicable land use plan, policy, or regulation. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; General Plan Land Use Map; Zoning Map)

c)	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant with Mitigation Incorporated. As discussed Item IV.f above, the proposed Project is consistent with the MSHCP. Implementation of mitigation measure **MM Bio 1** will ensure the Project complies with applicable MSHCP fees. Through implementation of mitigation measure **MM Bio 2**, burrowing owls covered under the MSHCP will be protected. Through implementation of mitigation measures **MM Bio 3** and **MM Bio 4**, raptors and other nesting bird species that may or may not be covered under the MSHCP will be protected. Thus, with implementation of mitigation measures **MM Bio 1** through **MM Bio 4**, the proposed Project will not conflict with any applicable habitat conservation plan or natural community conservation plan. Therefore, impacts are less than significant with mitigation.

Mitigation Measures:

MM Bio 1: MSHCP Fees. Defined in Item IV.a, above.

MM Bio 2: Burrowing Owl Surveys. Defined in Item IV.a, above.

MM Bio 3: Nesting Bird Pre-construction Surveys. Defined in Item IV.a, above.

MM Bio 4: Construction Sound Walls. Defined in Item IV.a, above.

(Sources: Bio)

XI. MINERAL RESOURCES

Evaluation

a)	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. According to Figure 3.12-1 of the General Plan EIR, the proposed Project site is located within the Mineral Resource Zone 3 Area (MRZ-3), or areas containing mineral deposits, the significance of which cannot be evaluated from available data. The Project site's historical uses include previous undetermined agricultural use. No mineral extraction has been documented on the site. Given the size and location of the Project site in relationship to surrounding urban uses, it is highly unlikely that any surface mining or mineral recovery operation could feasibly take place in the Project area.

Additionally, the City's General Plan delineates mining operations areas by an overlay land use for mining purposes. The proposed Project is not within the Extractive Overlay of the General Plan Land Use Map. Therefore, the proposed Project will have less than significant impacts in regards to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; General Plan LU Map)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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No Impact. As discussed in Item XI.a above, the City's General Plan delineates mining operations areas by an overlay land use for mining purposes. The proposed Project is not within the Extractive Overlay of the General Plan Land Use Map. Thus, the proposed Project will not 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. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; General Plan LU Map)

XII. NOISE

Evaluation

a)	Would the project expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than significant impact with Mitigation Incorporated. Noise impacts are evaluated from two perspectives – impacts to the Project and impacts from the Project. Noise impacts to a project may occur as a result of excessive off-site noise sources. Noise impacts from a project may occur as a result of on-site activities or project-related traffic. To evaluate these impacts a *Noise Impact Analysis* (NIA) was prepared for the Project by Vista Environmental dated June 12, 2017 (Appendix D).

Construction-Related Noise

The proposed Project would involve the development of a 25,682-square foot showroom, boat servicing and manufacturing facility, a storage building, 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 closest sensitive receptors are the adjacent commercial uses on the northwest of the Project site. Single-family residential homes are located approximately 1,400 feet southwest 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 at the nearby

business uses to 85 dBA from mobile equipment and 75 dBA from stationary equipment and at the nearby single-family homes to 75 dBA for mobile equipment and 60 dBA for stationary equipment.

The greatest noise impacts at the nearby off-site workers would occur during the site preparation phase of construction, with a noise level as high as 80 dBA, which is within the City's mobile equipment threshold for business properties of 85 dBA. However, the site preparation and grading phases have the potential to exceed the City's stationary equipment threshold of 75 dBA at the nearest off-site workers. Implementation of Mitigation Measure **MM Noise 1** would reduce the temporary construction noise to a less than significant level for the adjacent commercial uses.

Operational-Related Noise

The operation of the proposed Project may create an increase in onsite noise levels from rooftop mechanical equipment, parking lot activities, delivery truck activities, boat sanding activities, and onsite operation of an air compressor and forklift. Section 17.176.060(A) of the Municipal Code limits onsite noise sources to 65 dBA between 7:00 a.m. and 10:00 p.m. and 60 dBA between 10:00 p.m. and 7:00 a.m. at the nearby commercial properties located as near as 60 feet northwest of the Project site. Section 8.06.060(A) also provides residential noise standards, however the nearest residential uses are located 1,400 feet to the southwest and due to the distance, no noise impacts are anticipated to the nearby residential uses. The combined noise level at the nearest commercial uses would be 56 dBA Leq, which are based on the worst-case scenario of the simultaneous occurrence of all noise producing activities from operation of the proposed Project. The combined noise levels would be within the City noise standards for General Commercial land uses. Impacts would be less than significant.

Mitigation Measure:

MM Noise 1: Temporary Sound Barrier. The Project applicant shall require any construction contractor that needs to use stationary construction equipment within 100 feet of the project's northeast and northwest property lines to place a temporary sound barrier between the stationary equipment and nearest sensitive receptor.

(Source: NIA)

b)	Would the project expose people to or generate excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. Vibration refers to ground-borne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable. To evaluate these impacts a Noise Impact Analysis (NIA) was prepared for the Project by Vista Environmental in June 2017. The primary source of vibration during construction would be from the operation of a bulldozer. A large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical noise travel rates, the vibration level at the nearest offsite receptor (60 feet away) would be 0.03 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. Therefore, impacts would be less than significant. Additionally, any potential groundborne vibration or groundborne noise levels during construction would be temporary, and thus have a less than significant impact.

The proposed Project would result in the operation of semi-trucks on the Project site, which are a known source of vibration. The nearest off-site receptors to the proposed Project are offsite workers located as near as 110 feet from where trucks could potentially operate on the Project site. Caltrans has done extensive research on vibration level created along freeways and State Routes and their vibration measurements of roads have never exceeded 0.08 inches per second PPV at 15 feet from the

center of the nearest lane, with the worst combinations of heavy trucks. Truck activities would occur onsite as near as 110 feet from the nearest off-site worker. Based on typical propagation rates, the vibration level at the nearest offsite worker would be 0.01 inch per second PPV. Caltrans research found that human response to transient sources becomes distinctly perceptible at 0.25 inch per second PPV. Therefore, vibration created from operation of the proposed Project would be below the threshold of perception at the nearest offsite worker. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Source: NIA)

c)	Would the project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The ongoing operation of the proposed Project may result in a potential substantial permanent increase in ambient noise levels in the Project vicinity above existing levels without the proposed Project. Potential noise impacts associated with the operations of the proposed Project would be from Project-generated vehicular traffic on the nearby roadways and from onsite activities.

The *Traffic Scoping Agreement*, prepared on June 2017 by Albert Wilson & Associates, found that the proposed Project would generate 98 daily vehicle trips. According to the General Plan EIR, Riverside Drive from Collier Avenue to Baker Street is anticipated to have 59,000 daily vehicle trips in 2030. In order for Project-generated vehicular traffic to increase the noise level by 3dB, the roadway traffic would have to double and for the roadway noise levels to increase by 1.5 dB, the roadway traffic would have to increase by 50 percent. Since the proposed Project would only result in a maximum of a 0.2% percent increase in traffic volumes on Riverside Drive, the Project-related roadway noise increase is anticipated to be negligible. Impacts would be less than significant.

The operation of the proposed Project may create an increase in onsite noise levels from noise impacts from rooftop mechanical equipment, parking lot activities, delivery truck activities, boat sanding activities, and onsite operation of an air compressor and forklift. The *Noise Impact Analysis* (NIA) was prepared for the Project by Vista Environmental dated June 12, 2017, found that the noise levels from onsite noise sources at the nearest offsite workers would be 56 dBA. This was based on the worst-case scenario of the simultaneous occurrence of rooftop equipment, truck loading, parking lot activities, delivery truck activities, boat sanding, and onsite operation of an air compressor and forklift. The analysis also found that the proposed Project's operational noise level at the nearest offsite workers would be within the City's 65 dBA noise standard for commercial uses. Therefore, the proposed Project is not anticipated to cause a substantial permanent increase in ambient noise levels from onsite sources. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR Figure 3.5-2 – Existing Noise Contours; NIA)

d)	Would the project cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant with Mitigation Incorporated. Short-term, construction-related noise would occur as a result of the proposed Project. The construction activities for the proposed Project

are anticipated to include grading, building construction, 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 are the commercial uses located as near as 60 feet northwest of the Project site. There are also single-family homes located as near as 1,400 feet southwest of the Project site.

The *Noise Impact Analysis* (NIA) was prepared for the Project by Vista Environmental dated June 12, 2017, found that the greatest noise impacts at the nearby off-site workers would occur during the site preparation phase of construction, with a noise level as high as 80 dBA, which is within the City's mobile equipment threshold for business properties of 85 dBA. However, the site preparation and grading phases have the potential to exceed the City's stationary equipment threshold of 75 dBA at the nearest off-site workers. This would be considered a significant impact. The analysis also showed that the greatest noise impacts at the nearest home would occur during building construction, with a noise level as high as 56 dBA, which is within both the City's mobile equipment threshold of 75 dBA and stationary equipment threshold of 60 dBA.

Project-related construction noise will no longer occur once construction of the Project is complete. Thus, compliance with regulatory requirements and implementation of mitigation measure **MM Noise 1** requiring any stationary construction equipment that is used within 100 feet of the Project's northeast and northwest property lines to place a temporary sound barrier between the stationary equipment and nearby sensitive receptors, will ensure that the Project will not substantially increase ambient noise levels in the Project vicinity above levels existing without the Project. Therefore, impacts are less than significant with mitigation incorporated.

Mitigation Measures:

MM Noise 1: Temporary Sound Barrier. Described in Item XII.a above.

(Sources: NIA)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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No Impact. The proposed Project is not located within an airport land use plan nor is it located within two miles of a public use airport and as such, will have no impact on exposing people residing or working in the Project area to excessive noise levels. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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Less than Significant Impact. The proposed Project site is located on the northside of Lake Elsinore.

The private airstrip in the city is known as Skylark Airport. The airport is located approximately five miles southeast of the Project site. The Skylark Airport is a private airport that is the hub for air sports in Lake Elsinore and accommodates organizations that utilize the airport for plane use, glider flights, and skydiving. The runway surface at Skylark Airport consists of gravel and sand; as such, this surface generally does not permit optimal conditions for frequent and convenient airport operations. The proposed Project site is not within the Skylark Airport Influence Area as depicted in Figure 2.7 – Airport Influence Areas of the City's General Plan and as such does not need to be evaluated for consistency with continued operations at the airport. Thus, the proposed Project will not expose people residing or working in the Project area to excessive noise levels. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; General Plan Figure 2.7 – Airport Influence Areas; Google Earth)

XIII. POPULATION AND HOUSING

Evaluation

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)?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The proposed Project consists of the development of a commercial facility, which may directly induce growth through the addition of a new business. The population is expected to increase from approximately 38,185 in the City in 2005 to 318,856 in the City and its sphere of influence in 2030. Residents who work within Lake Elsinore are primarily employed in services positions, manufacturing businesses, construction, and retail trade. The proposed Project will provide employment opportunities for City residents. Additionally, the proposed Project is consistent with the Limited Industrial land use designation contained in the City's General Plan which provides for an estimated 16,424,826 square feet of industrial uses. The proposed Project comprises approximately 0.2 percent of the City's planned industrial uses. The Project is also considered infill development and is consistent with surrounding uses. For these reasons, impacts to population growth will be less than significant.

Thus, because the Project is consistent with the General Plan and the growth resulting from the Project has been planned for, the proposed Project will not induce substantial population growth, either directly or indirectly. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan LU Map; General Plan EIR, Project Description)

b)	Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The proposed Project involves the construction of an approximately 25,682 square foot boat sales, service and assembly facility with a 9,800 square foot storage building on an approximately 2.78 acre undeveloped site. In addition, the proposed Project is zoned Commercial

Manufacturing (C-M) and has a general plan land use designation of Limited Industrial (L-I) and not for residential use. The project is surrounded by a commercial storage site to the north, Flood Control facility to the south, vacant land to the east, and RV shop to the west. Therefore, the development of a commercial use on-site the development of commercial uses on-site would not result in the displacement of substantial numbers of existing housing, which could necessitate the construction of replacement housing elsewhere. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Project Description; Zoning Map)

c)	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The proposed Project involves the construction of an approximately 25,682 square foot boat sales, service and assembly facility with a 9,800 square foot storage building on an approximately 2.78 acre undeveloped site. Thus, the proposed Project will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Project Description)

XIV. PUBLIC SERVICES

Evaluation

a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any or the public services: 1. Fire protection? 2. Police protection? 3. Schools? 4. Parks? 5. Other public facilities?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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1. Fire protection? (Less than Significant Impact)

The City contracts for fire services from the Riverside County Fire Department and the California Department of Forestry and Fire Protection (CalFire). The nearest fire station is Station #85 as shown on Figure 3.7 of the General Plan EIR. The fire department currently serves the exiting parcel and the proposed land is consistent with the General Plan; therefore the construction of the proposed Project

will not represent a significant increase fire services.

Chapter 16.74 of the City's Municipal Code establishes a program for the adoption and administration of development impact fees by the City for the purpose of defraying the costs of public expenditures for capital improvements (and operational services to the extent allowed by law) which will benefit such new development. Section 16.74.049 includes a "Fire facilities fee" to mitigate the additional burdens created by new development for City fire facilities. The Project will participate in this development impact fee program to mitigate impacts to fire protection resources. Any potential impacts would be considered incremental and can be offset through the payment of the development impact fee. Thus, the proposed Project will not result in substantial adverse physical impacts related to fire protection. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR Figure 3.14-1 – Police and Fire Stations; LEMC)

2) Police protection? (Less than Significant Impact)

Police protection services are provided by the Lake Elsinore Police Department (LEPD) under contract by the Riverside County Sheriff's Department (RCSO). The Lake Elsinore Police Department/Sheriff's Station is located at 333 Limited Avenue. Chapter 16.74 of the City's Municipal Code establishes a program for the adoption and administration of development impact fees by the City for the purpose of defraying the costs of public expenditures for capital improvements (and operational services to the extent allowed by law) which will benefit such new development. The Project will participate in this development impact fee program to mitigate impacts to police protection resources. Any potential impacts would be considered incremental and can be offset through the payment of the development impact fee. Thus, the proposed Project will not result in substantial adverse physical impacts related to police protection. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR Figure 3.14-1 – Police and Fire Stations; LEMC)

3) Schools? (Less than Significant Impact)

The proposed Project site is located within the Lake Elsinore Unified School District (LEUSD) which serves most of the City of Lake Elsinore, all of the cities of Canyon Lake and Wildomar, and a portion of unincorporated Riverside County as shown in Figure 3.8 of the General Plan EIR. The Project would be required to pay school impact fees as levied by the LEUSD, which would provide funding for school facilities. The Project will participate in this development impact fee program to mitigate impacts to the school district. Any potential impacts would be considered incremental and can be offset through the payment of the development impact fee. Thus, the proposed Project will not result in substantial adverse physical impacts related to existing or future schools. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR Figure 3.14-3 – Schools and District Boundaries)

4) Parks? (Less than Significant Impact)

Since the proposed Project does not propose residential uses, a direct increase in park uses is not expected as a result of Project implementation. Indirect impacts to park facilities from commercial development would be the occasional use of a park during a lunch or dinner break.

Section 16.34.060 in Chapter 16.34 (Required Improvements) for the City's Municipal Code requires that prior to the issuance of a building permit, the applicant pay fees for the purposes set forth in that section. Paragraph D of Section 16.34.060 describes the City's Park Capital Improvement Fund and describes that the City Council has the option to request dedication for park purposes or in lieu thereof, request that the applicant pay a fee for the purpose of purchasing the land and developing and maintaining the City park system. As is consistent with all commercial projects, the proposed Project would be required to pay park fees to the City for the purpose of establishing, improving and maintaining park land within the City. Since the proposed Project does not propose new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate park fees. Thus, the proposed Project will not result in substantial adverse physical impacts related to parks. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; LEMC)

5) Other public services/facilities? (Less than Significant Impact)

The City of Lake Elsinore is part of the Riverside County Library System. The nearest City of Lake Elsinore library to the Project site is the Lake Elsinore Branch Library at 600 West Graham Avenue. Section 16.34.060 in Chapter 16.34 (Required Improvements) of the City's Municipal Code requires that prior to the issuance of a building permit, the applicant pay fees for the purposes set forth in that section. Paragraph B of Section 16.34.060 describes the City's Library Mitigation Fee and states that an in-lieu fee for future construction of library improvements shall be paid to the City to assure the necessary library facilities are provided the community and meet the County of Riverside library standards. Impacts will be considered incremental and can be offset through the payment of the appropriate library mitigation fees. Therefore impacts related to libraries are less than significant.

Chapter 16.74 of the City's Municipal Code establishes a program for the adoption and administration of development impact fees by the City for the purpose of defraying the costs of public expenditures for capital improvements (and operational services to the extent allowed by law) which will benefit such new development. Section 16.74.048 includes an "Animal shelter facilities fee" to mitigate the additional burdens created by new development for animal facilities. In addition, the proposed Project will be required to pay City Hall & Public Works fees, Community Center Fees, and Marina Facilities Fees prior to the issuance of building permits. Therefore, any impacts related to other public services and facilities are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; LEMC)

XV. RECREATION

Evaluation

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The City of Lake Elsinore Parks and Recreation Master Plan 2008 – 2030 establishes a goal of providing five acres of park space per 1,000 residents. The Project does not

propose elements (e.g., residential development) that would result in substantial increased demands for neighborhood or regional parks or other recreational facilities. Indirect impacts to park facilities from commercial development would be the occasional use of a park during a lunch or dinner break. As shown on Figure 3.15-1 – Parks of the General Plan EIR, there are no parks located within a half mile of the proposed Project site. Therefore, it is unlikely that the proposed Project would increase the use of existing parks. As described in Item XIV.4 above, the proposed Project would be required to pay park fees to the City for the purpose of establishing, improving and maintaining parkland within the City. Since the proposed Project does not propose new housing, any impacts will be considered incremental and can be offset through the payment of the appropriate park fees. Thus, the proposed Project will not 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. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR Figure 3.15-1 – Parks)

b)	Would the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse effect on the environment?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The proposed Project involves the construction of an approximately 25,682 square foot boat sales, service and assembly facility with a 9,800 square foot storage building that does not include recreational facilities. As presented in Items XIV.4 and XV.a above, the proposed Project will be required to pay park fees to the City for the purpose of establishing, improving and maintaining park land within the City. Thus, the proposed Project does not include recreational facilities and does not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; Project Description)

XVI. TRANSPORTATION/TRAFFIC

Evaluation

a)	Would the project 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)?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. A *Traffic Scoping Agreement* (TSA) dated June 30, 2017 was prepared by Albert Wilson and Associates to evaluate the proposed Project's impacts on traffic. According to the analysis in the TCA, the proposed Project would generate approximately 136 daily trips with 27 AM peak hour trips and 27 PM peak hour trips. The City Traffic Engineer determined that the proposed Project was not required to prepare a Traffic Study Analysis due to volume. A Traffic Study Analysis is not required when a project generates 50 or more peak hour trips. Therefore, the

proposed Project will not cause increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: TSA)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. Riverside County Transportation Commission (RCTC) is the designated agency in Lake Elsinore for Congestion Management Plans (CMP). The RCTC has defined I-15 and SR-74 as the CMP roadway system in Lake Elsinore. The proposed Project is located on the northwesterly side of Riverside Drive (SR-74) and Collier Avenue (SR-74). The City has coordinated with the California Department of Transportation (Caltrans) with the review of this Project, as Caltrans is the owner and operator of the State Highway System (SHS). Caltrans has provided a comment letter dated May 2, 2017 requesting that the Project identify truck-turning movement, the driveway to be constructed per Caltrans Highway Design Manual Topic 205 (Road Connections and Driveways) and Caltrans Standard Plan No. A87A, and a Traffic Impact Study to be prepared if the Project generates 50 or more peak per hour trips. The site plan has been designed to show truck-turning movement and the Project has been conditioned to have driveway approach to be constructed per Caltrans standards. As noted in XVI.a above, the TCA prepared for the Project indicated that the proposed Project would generate approximately 136 daily trips with 27 AM peak hour trips and 27 PM peak hour trips. Therefore, a traffic impact analysis was not required to be prepared for this Project. Therefore, the Project would not result in an individual or cumulative exceedance of an established level of service standard. Impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; RCTC CMP, TCA, Caltrans Letter)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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No Impact. The Project is not located within an airport influence area and will not change air traffic patterns, increase air traffic levels or change the location of air traffic patterns. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR)

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)?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The proposed Project will not increase hazards due to design features or incompatible uses. The Project is consistent with the on-site and surrounding zoning designations, and implementation of the Project will not introduce incompatible uses to the Project Area. The Project will not include any offsite features that will extend into the public right-of-way or otherwise interfere with circulation or result in traffic hazards. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: General Plan EIR; Zoning Map)

e)	Would the project result in inadequate emergency access?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The proposed Project will include two points of access. The primary access will be a driveway on Riverside Drive. A gated, emergency only access is provided at the Project's northerly boundary with a 24 ft. wide access easement that connects to Collier Avenue. The proposed Project is required to comply with the City's development review process including review for compliance with the all applicable fire code requirements for construction and access to the site. The Project will be reviewed by the City Fire Department to determine the specific fire requirements applicable to the Project and to ensure compliance with these requirements. This will ensure that the proposed Project would provide adequate emergency access to and from the site. Further, the City Engineer and the City Fire Department will review any modifications to existing roadways to ensure that adequate emergency access or emergency response would be maintained. Thus, implementation of the proposed Project will not result in inadequate emergency access. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Source: General Plan EIR; Project Description)

f)	Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. According to Figure 3.4-11 of the General Plan EIR, a Class II bikeway is located along Riverside Drive. Development of the proposed Project will include installation of a bike lane along the Project boundary with Riverside Drive to connect to the existing Class II bike lane. Thus, the proposed Project will support the use of alternative transportation methods and will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG; Project Description; General Plan EIR Figure 3.4-11 – Proposed Bikeways)

XVII. TRIBAL CULTURAL RESOURCES

a)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. As noted in Threshold V.a, there were no cultural resources recorded at the Project site by either a records search or an intensive pedestrian survey. Therefore, impacts to historical resources are a less than significant impact.

Mitigation Measures: No mitigation measures are required.

(Source: Cultural Report)

b)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact with Mitigation Incorporated. Assembly Bill 52 (AB 52), signed into law in 2014, amended CEQA and established new requirements for tribal notification and consultation. AB 52 applies to all projects for which a notice of preparation or notice of intent to adopt a negative declaration/mitigated negative declaration is issued after July 1, 2015. AB 52 also broadly defines a new resource category of tribal cultural resources and established a more robust process for meaningful consultation that includes:

- prescribed notification and response timelines;
- consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and
- documentation of all consultation efforts to support CEQA findings.

On April 21, 2017, the City provided written notification of the Project in accordance with AB 52 to all of the Native American tribes that requested to receive such notification from the City. Of the tribes notified the Pechanga and Soboba requested formal government-to-government consultation under AB 52. The City met with Soboba on July 10, 2017 and on-going discussion continued on the appropriate mitigation measures for the Project on September 11, 2017. Consultation occurred with Pechanga on August 8, 2017, September 11, 2017, and September 12, 2017. The City sent final mitigation measures to Soboba on October 17, 2017 and to Pechanga on October 18, 2017. As a result of these consultations, with implementation of mitigation measures **MM Cul 1** through **MM Cul 5** in Threshold V.b) and Threshold V.d) of this study, AB52 consultation with both Soboba and Pechanga have been concluded.

Thus, the proposed Project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the California Code of Regulations. Therefore, impacts are less than significant with mitigation.

Mitigation Measures:**MM Cul 1 through MM Cul 5**

(Sources: Cultural Report, City of Lake Elsinore)

XVIII. UTILITIES AND SERVICE SYSTEMS

a)	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. Elsinore Valley Municipal Water District (EVMWD) is responsible for the city of Lake Elsinore's wastewater treatment plant. EVMWD reports to Santa Ana Regional Water Quality Control Board, who set the discharge requirements. The EVMWD's Wastewater Master Plan provides a long-range assessment of existing and future wastewater generation for its service area, which includes the City, and a capital improvements plan describing proposed improvements programs designed to address future wastewater collection system demands. In developing its Wastewater Master Plan, EVMWD used a 2030 service area population, household and employment projections. The operation of the Project includes a spray down room and bathroom facilities that will generate wastewater. 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. Thus, the proposed Project is not anticipated to exceed wastewater treatment requirements of the applicable Santa Ana Regional Water Quality Control Board. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: EVMWD; General Plan EIR)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. Title 16 of the City's Municipal Code requires the construction of wastewater facilities as needed to serve future construction with such facilities of such size and design to adequately satisfy the sanitary sewer requirements of the development. The Project is within the service boundary for the EVMWD. Further, the Project will be required to pay all development impacts fees. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: EVMWD; General Plan EIR; LEMC)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The runoff from the site would be conveyed along culverts to an underground pipe beneath the parking lot along Riverside Drive, south to El Toro Channel. The increase in peak runoff will be mitigated to a level at or below existing levels through the use of an underground detention basin and bio-retention. In addition, storm drains located within the City limits are maintained by the City as well as by the Riverside County Flood Control and Water Conservation District. Storm runoff within the City is generally intercepted by a network of City facilities and then conveyed into regional facilities. All downstream conveyance channels that will receive runoff from the Project are engineered and regularly maintained to ensure flow capacity. The Project will be required to pay all required development impacts fees. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: Project Description; P-WQMP)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. EVMWD obtains its potable water supplies from imported water from Metropolitan, local surface water from Canyon Lake, and local groundwater from the Elsinore Basin. According to EVMWD's Urban Water Management Plan (UWMP), EVMWD has determined that it has current and anticipated future supplies are sufficient to meet the projected dry-year and multiple dry-year demand. Thus, there are sufficient water supplies as well as water shortage contingency plans to protect existing and future water needs within the EVMWD service area. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: EVMWD; General Plan EIR)

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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The EVMWD is responsible for the city of Lake Elsinore's wastewater treatment plant. The daily average amount is around 383,900 gallons daily for light industrial use. The Project would include two bathrooms connected to the sanitary sewer system as well as minimal site drainage. The volume of wastewater generated from the Project would be minimal and the impact to the wastewater treatment system would be negligible. Furthermore, the Project will be required to pay development impact fees. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: EVMWD)

f)	Would the project be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. CR&R is responsible for trash disposal in the City of Lake Elsinore and parts of Riverside County. Riverside County Waste Management Department (RCWMD) facilitates waste management services for Riverside County. These services are provided on a countywide basis, and each private or public entity determines which landfill or transfer station to use. This determination is made mostly based on geographic proximity. The landfills typically used by the City of Lake Elsinore are the El Sobrante, Badlands, and Lamb Canyon Landfills. All three of the landfills are Class III municipal solid waste landfills. El Sobrante Landfill is expected to reach capacity by 2045. Badlands Landfill is expected to reach capacity by 2024 and Lamb Canyon Landfill by 2021. Both Badlands and Lamb Canyon Landfills have the potential to expand their facilities and capacity. Chapter 14.12 of the City Municipal Code requires that Project construction divert a minimum of 50 percent of construction and demolition debris. The Project is anticipated to divert 65 percent or more of nonhazardous construction and demolition debris generated at the site. The amount of solid waste generated by the Project is anticipated to be accommodated by these existing landfills and overall solid waste would be reduced by the provision of recycling and green waste collection. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG; General Plan EIR; LEMC)

g)	Would the project comply with federal, state, and local statutes and regulations related to solid waste?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. As of 2006, the City achieved a 50 percent waste diversion rate. In addition, Chapter 14.12 of the City Municipal Code requires that Project construction divert a minimum of 50 percent of construction and demolition debris. The Project is anticipated to divert 65 percent or more of nonhazardous construction and demolition debris generated at the site. Thus, the proposed Project will be required to comply with federal, state, and local statutes and regulations related to solid waste. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

(Sources: AQ/GHG; CalRecycle; General Plan EIR; LEMC)

XIX. 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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant with Mitigation Incorporated. As discussed throughout this Initial Study, the proposed Project area contains some sensitive biological resources that could potentially be affected by the proposed Project. All potentially significant impacts to biological resources would be avoided or reduced to a less than significant impact with the implementation of mitigation measures **MM Bio 1** through **MM Bio 4** identified in this initial study as well as design features and measures already incorporated into the Project.

The presence of any previously recorded or potential cultural resources and paleontological resources was not found on the proposed Project site. Further, the site has been previously disturbed and it is highly unlikely that any cultural resources exist. However, in order to provide protection in the unlikely event that cultural resources or human remains are unearthed during Project construction, implementation of mitigation measures **MM Cul 1** through **MM Cul 5** and **MM Paleo 1** will reduce potential impacts to less than significant.

Thus, the proposed Project will not 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 an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts are less than significant with mitigation incorporated.

(Sources: Above Initial Study)

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)?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant Impact. As demonstrated by the analysis in this Initial Study, the proposed Project will not result in any significant environmental impacts. The Project is consistent with local and regional plans, and the Project's air quality emissions do not exceed established thresholds of

significance. The Project adheres to all other land use plans and policies with jurisdiction in the Project area. The Project will not cause a significant increase in traffic volumes within the Project area. Therefore, the proposed Project will not have impacts that are individually limited, and impacts will be less than significant.

(Source: Above Initial Study)

c)	Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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Less than Significant with Mitigation Incorporated. Effects on human beings were evaluated as part of this analysis of this initial study and found to be less than significant with implementation of mitigation measures in biological resources, cultural/paleontological resources, hydrology & water quality, and noise. With implementation of **MM Noise 1**, noise will not increase due to the Project. With the implementation of **MM Hydro 1**, the Project will not cause a significant increase in the loss, injury or death involving flooding. Based on the analysis and conclusions in this initial study, the proposed Project will not cause substantial adverse effects directly or indirectly to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are considered less than significant with mitigation incorporated.

(Sources: Above Initial Study)

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