INITIAL STUDY FOR A

MITIGATED NEGATIVE DECLARATION FOR THE

WAKE RIDER
BEACH RESORT
&
BEACH PARK

Commercial Design Review (CDR 2011-03)

Conditional Use Permit (CUP 2011-03)

Conditional Use Permit (CUP 2012-06)

Commercial Design Review (CDR 2016-03)

Tentative Parcel Map (TPM 35869)

Mitigated Negative Declaration (MND 2012-01)

Lead Agency:

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I. INTRODUCTION

A. PURPOSE

This document is an Initial Study for evaluation of environmental impacts resulting from implementation of a commercial mixed use and recreation project, which will be located on two (2) separate parcels, which are located within 200' of each other. The "Project" consists of the Beach Resort and Beach Park. Both of these are briefly described below.

The Beach Resort consists of five buildings totaling 65,335 square feet, with associated on-site and off-site improvements, including hardscape and landscaping. More specifically, the on-site Project improvements consists of a 4,322 square foot retail/office building, three (3) buildings 18,246 square feet, 18,971 square feet and 15,911 for a proposed 50-suite hotel (with swimming pool), and a 7,885 square foot restaurant. In addition, there will be a 15-berth dock.

The Beach Park improvements include: a 15-berth dock, boat launch ramp, 47 space parking lot (auto, boat, trailer, RV, and handicapped), a 484 square foot bathhouse, a 1,584 square foot garage with storage, picnic tables and BBQ grills, and landscaping. The Beach Park property will be gated with card key access solely for the Resort patrons.

Five (5) applications have been submitted to the City of Lake Elsinore in association with the Project:

- Commercial Design Review (CDR 2011-03);
- Conditional Use Permit (CUP 2011-03);
- Conditional Use Permit (CUP 2012-06);
- Commercial Design Review (CDR 2016-03); and
- Tentative Parcel Map (TPM 35869).

B. CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS

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

According to Section 15065(a), *Mandatory Findings of Significance*, of the State CEQA Guidelines, an EIR is deemed appropriate for a particular proposal if the following conditions occur:

- The project has the potential to: substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.
- The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The project has possible environmental effects that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
- The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.

According to Section 15070(a), *Decision to Prepare a Negative of Mitigated Negative Declaration*, of the State CEQA Guidelines, a Negative Declaration is deemed appropriate if initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment.

According to Section 15070(b), *Decision to Prepare a Negative of Mitigated Negative Declaration*, of the State CEQA Guidelines, a Mitigated Negative Declaration is deemed appropriate if identifies potentially significant effects, but:

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

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

This Initial Study and Mitigation Negative Declaration (IS/MND) has been prepared in conformance with the California Environmental Quality Act of 1970, as amended (Public Resources Code, Section 21000 et. seq.); Section 15070 of the State Guidelines for Implementation of the California Environmental Quality Act of 1970, as amended (California Code of Regulations, Title 14, Chapter 3, Section 15000, et. seq.); applicable requirements of the City of Lake Elsinore; and the regulations, requirements, and procedures of any other responsible public agency or an agency with jurisdiction by law.

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

C. INTENDED USES OF INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

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

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

D. CONTENTS OF INITIAL STUDY

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

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

procedures, and incorporation by reference documents.

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

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

IV. ENVIRONMENTAL ANALYSIS evaluates each response provided in the environmental checklist form. Each response checked in the checklist form is discussed and supported with sufficient data and analysis. As appropriate, each response discussion describes and identifies specific impacts anticipated with Project implementation. In this section, mitigation measures are also recommended, as appropriate, to reduce adverse impacts to levels of less than significance. This Section also includes the Mandatory Findings of Significance, in accordance with Section 15065, *Mandatory Findings of Significance*, of the State CEQA Guidelines.

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

E. SCOPE OF ENVIRONMENTAL ANALYSIS

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

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

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

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

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

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

1. Tiered Documents

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

"Tiering refers to using the analysis of general matters contained in a broader EIR (such as the one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project."

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

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

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

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

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

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

2. Incorporation By Reference

Incorporation by reference is a procedure for reducing the size of EIRs and is most appropriate for including long, descriptive, or technical materials that provide general background information, but do not contribute directly to the specific analysis of the project itself. This procedure is particularly useful when an EIR or Negative Declaration relies on a broadly-drafted EIR for its evaluation of

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

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

- The incorporated document must be available to the public or be a matter of public record (State CEQA Guidelines Section 15150[a]), *Incorporation By Reference*. The General Plan EIR shall be made available, along with this document, at the City of Lake Elsinore, Community Development Department, 130 South Main Street, Lake Elsinore, CA 92530.
- This document must be available for inspection by the public at an office of the lead agency (State CEQA Guidelines Section 15150[b]), *Incorporation By Reference*. This document is available at the City of Lake Elsinore, Community Development Department, 130 South Main Street, Lake Elsinore, CA 92530.
- This document must summarize the portion of the document being incorporated by reference or briefly describe information that cannot be summarized. Furthermore, this document must describe the relationship between the incorporated information and the analysis in the General Plan EIR (State CEQA Guidelines Section 15150[c]), *Incorporation By Reference*. As discussed above, the General Plan EIR addresses the entire City of Lake Elsinore and provides background and inventory information and data which apply to the Project site. Incorporated information and/or data will be cited in the appropriate sections.
- This document must include the State identification number of the incorporated document (State CEQA Guidelines Section 15150[d]), *Incorporation By Reference*. The State Clearinghouse Number for the General Plan EIR is 2005121019.
- The material to be incorporated in this document will include general background information (State CEQA Guidelines Section 15150[f]), *Incorporation By Reference*.

3. Prior Circulation of Mitigated Negative Declaration

A Notice of Availability and Intent to Adopt a Mitigated Negative Declaration was circulated from December 13, 2012 to Monday, January 14, 2013 for the Beach Resort component of the Project (Commercial Design Review (CDR 2011-03); Conditional Use Permit (CUP 2011-03); Tentative Parcel Map (TPM 35869); and Zone Change (ZC 2011-01)). A total of four (4) comment letters were received during the comment period. The following comment letters were received:

- Noelle Ronan, U.S. Fish and Wildlife Service, January 14, 2013 (e-mail);
- Joseph Ontiveros, Soboba Band of Luiseño Indians, January 8, 2013;
- Jeff Brandt, California Department of Fish and Wildlife, January 9, 2013; and
- Anna Hoover, Pechanga Cultural Resources Temecula Band of Luiseño Mission Indians, January 9, 2013.

Please reference Appendix K – Prior: Notice of Availability and Intent to Adopt, Notice of Completion, IS/MND Distribution List, and IS/MND, and Appendix L: Prior Initial Study Circulation Comment Letters.

After the comment period closed, the applicant decided to include the Beach Park (Conditional Use Permit (CUP 2012-06 and CDR 2016-03) as a Project component. As a result, this new Initial Study has been prepared, encompassing both the Beach Resort and the Beach Park. The comments

received from the prior circulation of the Initial Study have been addressed through incorporation into this Initial Study. Technical studies have either been revised and supplemented as needed, or, where new studies were required, have been prepared. It should be noted that the City has completed the Citywide consistency zoning after updating the General Plan. Therefore, a change of zone application is not required. This Initial Study shall be re-circulated in accordance with Section 15073.5 of the State CEQA Guidelines.

G. TECHNICAL STUDIES

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

- "Air Quality Impact Analysis, Wake Rider Beach Resort, City of Lake Elsinore, California," prepared by Giroux & Associates, dated December 12, 2013.
- "Wakerider Report Updated Traffic Impact Analysis," prepared by Giroux and Associates, dated June 5, 2015.
- "Significant Palm Identification Report," prepared by Manée Consulting, dated April 9, 2012.
- "Biological Resources and Jurisdictional Delineation for the Wake Rider Beach Park Project, located in the City of Lake Elsinore," prepared by Hernandez Environmental Services, March 20, 2015.
- "Biological Resources and Jurisdictional Delineation for the Wake Rider Beach Resort Project, located in the City of Lake Elsinore," prepared by Hernandez Environmental Services, March 20, 2015.
- "Preliminary Geotechnical Investigation", prepared by GeoSoils, Inc., dated May 25, 2006.
- Letter from GeoSoils, Inc. to Mr. John Gamble, dated October 17, 2011, regarding "Limited Site Reconnaissance and Geologic Review of Site Conditions, Elsinore Reach Resort, 17512 Grand Avenue, ±4.87-Acre Parcel, APN 381-030-005, City of Lake Elsinore, Riverside County, California"
- "Site Reconnaissance and Limited Review of Geologic Maps and Literature Relative to the Proposed Wake Rider Beach Park, Mark Avenue, ±2.73-Acre Parcel, APN 381-040-005, City of Lake Elsinore, Riverside County, California," prepared by GeoSoils, Inc., April 22, 2014.
- "Historical/Archeological Resources Survey Report" prepared by CRM Tech., dated January 9, 2008.
- Letter to Gary Daugherty, A.I.A from CRM Tech, dated November 11, 2010, regarding "Historical/Archaeological Resources Survey Report Assessor's Parcel No. 381-030-005, City of Lake Elsinore, Riverside County, California"
- "Historical/Archeological Resources Survey Report, Wakerider II Beach Park Project" prepared by CRM Tech., dated August 15, 2013.
- "Paleontological Resources Assessment Report, Wakerider II Beach Park Project, City of Lake Elsinore, Riverside County, California," prepared by CRM TECH, dated August 15, 2013.
- "Phase I Environmental Site Assessment, APN 381-030-005, Lake Elsinore, Riverside County, California, 92530", prepared by GeoSoils, Inc., dated January 2, 2008.
- "Update Phase I Environmental Site Assessment, 15712 Grand Avenue (APN 381-030-005), Lake Elsinore, Riverside County, California 92530," prepared by GeoSoils, Inc., dated February 14, 2012.
- "Phase I and Environmental Site Assessment and Limited Phase II Soil Screening Evaluation, Proposed Wave Rider Beach Project, Mark Avenue, Lake Elsinore, Riverside County, California 92530, APN 381-040-005," prepared by GeoSoils, Inc., dated June 28, 2013.
- "Preliminary Water Quality Management Plan, Proposed Wake Rider Beach Resort, 15712 Grand Avenue Lake Elsinore, California," prepared by Medofer Engineering, Inc., dated April 9, 2102.
- "Preliminary Hydrology & Hydraulic Calculations for Wake Rider Beach Resort, 15712 Grand Avenue, Lake Elsinore," prepared by Medofer Engineering, Inc., dated February 28, 2014.

- "Preliminary Water Quality Management Plan, Proposed Wake Rider Beach Park" prepared by Medofer Engineering, Inc., dated April 11, 2105.
- "Preliminary Hydrology & Hydraulic Calculations for Wake Rider Beach Park, Mark Avenue, Lake Elsinore," prepared by Medofer Engineering, Inc., dated March 18, 2014.
- "Noise Impact Analysis, Wake Rider Beach Resort, City of Lake Elsinore, California" prepared by Giroux and Associates, dated November 17, 2013.
- "Wake Rider Beach Resort Traffic Study (Updated 5/27/15), City of Lake Elsinore, California", prepared by RK Engineering Group, Inc., May 27, 2015.

II. PROJECT DESCRIPTION

A. PROJECT LOCATION AND SETTING

Two separate parcels, which comprise the Project sites, are located on east side of Grand Avenue adjacent to Lake Elsinore (reference Figure 1, *Location Map*). The Project sites are referred to as the northerly Project site (Beach Resort) and the southerly Project site (Beach Park).

The Beach Resort site was previously developed but is currently vacant. Site photos are included in Attachment B1, *Beach Resort Site Photographs*. The surrounding area consists of mixed or transitional urban scale development. The character of the area is described as transitional because the surrounding land uses consist of older resort and commercial development that is in the process of changing to more newer suburban-style tract development. The property is bounded on the north by an existing mobile home park, on the east by Lake Elsinore, on the south by a concrete drainage channel and single-family dwellings, on the west by Grand Avenue and vacant property. The Assessor's Parcel Number for the Beach Resort site is 381-030-005.

The Beach Park site consists of a trapezoidal-shaped parcel and is bounded by Mark Avenue to the southwest, by Lake Elsinore to the northeast, by a boat and recreational vehicle storage yard to the northwest, and by residential property to the southeast. Topographically, the site is situated along the southeasterly shore of Lake Elsinore and consists of relatively flat-lying to gentle northwesterly sloping terrain. The site is currently undeveloped/vacant; however, existing pier footings near the parcel's northwest corner are evidence of some type of past construction at the site. Vegetation consists of weeds and sparse to locally abundant trees. Site photos are included in Attachment B2, *Beach Park Site Photographs*. The Assessor's Parcel Number for the Beach Park site is 381-040-005.

B. PROJECT DESCRIPTION

1. Beach Resort

The Beach Resort consists of five buildings totaling 65,335 square feet, with associated on-site and off-site improvements, including hardscape and landscaping on approximately 2.8 acres of a 5.4 acre parcel. The remaining approximately 2.6 acres are located within the jurisdictional and high water areas for Lake Elsinore and will not be affected by the Project. The Project includes a dedication of additional right-of-way for Grand Avenue in front of the Project. The site plan/layout for the Project are provided in Figure 2A, Site *Plan – Beach Resort, Lakefront Portion*, and Figure 2B, *Site Plan – Beach Resort, Grand Avenue Fronting Portion*.

The City development approval applications for the Beach Resort include:

- Commercial Design Review (CDR 2011-03);
- Conditional Use Permit (CUP 2011-03); and
- Tentative Parcel Map (TPM 35869).

The Project site slopes down to the northeast toward the shoreline of Lake Elsinore. Site elevations range from less than 1,240 feet above mean sea level (beneath Lake Elsinore) to 1,292 feet above mean sea level adjacent to Grand Avenue. According to the preliminary grading plan, site elevations below 1,260 feet above mean sea level will generally not be effected by the proposed Project. Overall site grading will involve 5,500 cubic yards of cut and 5,500 cubic yards of fill, resulting in balanced earthwork on the site. Reference Figure 3, *Beach Resort Conceptual Grading Plan*.

The Project site is located within the Lake Edge District (reference Figure LE-1 of the General Plan) of the City of Lake Elsinore General Plan and will be subject to the criteria contained within the General Plan EIR, which contains current and reliable data for an adequate analysis of the Project. Also, studies have been conducted for biological resources, cultural resources, traffic, air quality, noise, water quality, drainage, and

geology. The Project site is designated as Commercial Mixed Use and Recreational on the City's General Plan Land Use Map. According to Chapter 2.0 (Community Form) of the General Plan, the Commercial Mixed Use designation provides for a mix of residential and non-residential uses within a single proposed development area, with an emphasis on retail, service, civic and professional office uses. Residential uses are allowed in a subordinate capacity. The FAR for non-residential uses is 1.0:1 and a minimum of 50% of the total floor area shall be commercial uses. Residential uses shall be between 7 and 18 dwelling units per acre.

Per the same Section, Open Space/Recreation designations provide for public and private areas of permanent open space, and allows for passive and/or active private and public recreation. Open Space and passive recreation areas include State and local parks, Bureau of Land Management lands, the Cleveland National Forest and/or private undeveloped lands. Active recreation includes uses such as golf courses and also allows for commercial recreation facilities such as water-oriented recreational uses. All commercial recreation facility development would be required to have exceptional architecture and/or site design and/or amenities and the FAR shall not exceed 1.0. The FAR for all other uses within the Recreation designation shall not exceed 0.35.

Commercial Design Review (CDR 2011-03)

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

Overall Description

Buildings are proposed to cover approximately 30,783 square feet. Driveway/parking will cover approximately 68,490 square feet. Landscaping/hardscape will cover 43,419 square feet.

The specifics for the five (5) buildings are listed below in Table 1, *Building Descriptions*:

Table 1
Building Descriptions

Building	Square Footage	Maximum Height	Proposed Use(s)
Building A	4,322	32'5"	Drive through restaurant/meeting room
Building B	18,246	37'6"	Hotel – 14 Suites
Building C	18,971	37'6"	Hotel – 22 Suites
Building D	15,911	37'7"	Hotel – 15 Suites
Building E	7,885	30'9"	Retail/Restaurant

Buildings A-D

Building A is anticipated as a bakery/coffee shop with casual dining, with hour of operation of 5:30 a.m. to 10:00 p.m. Monday-Sunday. The second floor is anticipated for a meeting room.

Buildings B, C and D are anticipated to be a hotel, with a total of 50 units.

Building E

Restaurant interior gross area: 6,904 sq. ft. this includes First & Second Floor interior gross dining area of 2,278 sq. ft. not included is the Second Floor exterior dining area of 981 sq. ft. There will be 16-24 employees with 2 to 3 shifts, (seven to ten employees working per shift). First Floor Casual Dining/Bar will be open 7 days a week with Friday and Saturday hours being from 7:00 a.m. to 11:00 p.m. and other day's hours being 7:00 a.m. to 10:00 p.m. Second Floor Restaurant will be open 7 days a week with Friday and Saturday hours being 7:00 a.m. to 11:00 p.m. and other day's hours being 7:00 a.m. to 10:00 p.m. The beach and dining patio/stage shall all be used only for hotel and special event guests (weddings, luaus, etc.). Additional breakdown is as follows:

- First floor – Casual Dining/Bar – Commercial Kitchen/Bar: 1,137 sq. ft., Indoor Dining Area: 1,023 sq. ft. with seating for 52 people at tables and chairs and 8 additional seats at the bar. Patrons may also take their food outside to the patio tables or beach to enjoy as well. Special events shall be accommodated in the restaurant on the beach and dining patio/stage.
- Second floor – Fine Dining: Commercial Kitchen: 666 sq. ft., Indoor Dining Seating: 1,255 sq. ft. (63 seats), Outdoor Deck Seating: 981 sq. ft. (44 seats). Special events shall be accommodated through the hotel and restaurant reservation system.
- The deck chairs/chase lounges on concrete patios, will be available for the Resort and Restaurant guests for sunbathing, reading and general recreation. There is no food or beverage service on the deck or patio/stage or beach area.

The maximum size of weddings shall be limited to the seating capacity of the First & Second Floor interior and exterior dining areas permanent seating plus temporary seating up to 200 attendees, total. Other special events, such as luaus, shall also be limited to 200 attendees. Sale of alcohol shall be limited to the Restaurant location only. Alcohol will be on-site beer, wine and mixed drinks. Consumption of alcohol shall only take place within the restaurant interior dining area, deck and immediately adjacent enclosed patio areas. Wedding receptions shall be accommodated in the First & Second Floor bar and dining area, depending on event size. Restaurant areas used for a reception shall be closed to the general public for the event.

Resort Activities

Guests can enjoy activities such as movies on the beach up to seven days a week. Movies will be played from the lower concrete patio/stage and seating will be provided on the beach. Monday, Tuesday, Wednesday, Thursday and Sunday the end time shall be 10:00 p.m. Friday and Saturday the end time shall be 11:00 p.m.

There will also be scheduled Resort activities for community and guests including volleyball on the sand, lake fishing tournaments, Frisbee golf, stand up paddle boards, wakeboarding, kayaks, and swimming, all intended to attract visitors to Lake Elsinore. The water activities including lake fishing tournaments, stand up paddle boards, wakeboarding, kayaking and swimming days & times shall be defined based on operating hours of the lake.

Luaus with live music and dancers will be scheduled based on demands of guests to be held on Fridays and Saturdays. The luaus will be located on the exterior concrete patio/stage areas and on the beach at both the Resort and Beach Park. The Luau days and times are from sunset Monday, Tuesday, Wednesday, and Thursday as well as Sunday the end time shall be 10:00 p.m. Friday and Saturday the end time shall be 11:00 p.m.

In addition, Fridays and Saturdays there will be live music performed from the lower concrete patio/stage for restaurant guests. During the rest of the week Polynesian music will be quietly played in the background. Live Music Friday and Saturday end time shall be 11 PM. Soft, recorded music will play in the background until closing time 10:00 p.m. Monday, Tuesday, Wednesday, Thursday and Sunday and 11:00 p.m. on Friday and Saturday.

The beach shall be private with access available to Resort guests as well as persons docked at the floating dock who wish to eat at the restaurant. Restaurant use is for both public and Resort guests.

Weddings may be held on exterior concrete patio/stage area or beach areas of both the Resort by reservation only. Wedding party and wedding guests may be registered Resort guests or outside parties wishing to have their wedding and after party held at the Resort.

The Project drive lane widths are proposed at 30 feet. Parking will be allowed on both side of the drive lane. Per the City's Development Code, 160 parking spaces are required; and a total of 165 are provided.

Secondary access will be provided at the easterly portion of the site to the existing Riverside County Flood Control & Water Conservation District (RCFC&WCD) service roadway, located to the south of the Project site. This will be a gated access and used for emergency purposes only. An emergency access ramp is provided to the beach and docks at the easterly terminus of the Project drive lane. This ramp shall not exceed 12% slope and shall also be used for maintenance.

Dock and Beach

The Project proposes a dock that will extend into Lake Elsinore (Lake). This dock is depicted on Figure 2A – Site Plan, Lakefront Portion, as well as Figure 4, *Dock Detail*. The dock will be approximately 175'-6" in length. There will be fifteen (15) slips, each 14'-7" deep and 9'-9" wide. Access to the dock will be via stairs which descend from the upper (beach) portion of the site. The dock is similar to that manufactured by EZ dock (http:/www.ez-dock.com). According to the information contained on their web site, these docks are comprised of floating dock sections and are modular. They are beige in color, and have a slip-resistant surface. Each dock section is made from heavy-duty polyethylene and has patented flotation chambers on the underside that create pressure and suction on the water; thereby creating stability for the dock. The docks require almost no maintenance and will be held in place with anchors. According to the manufactures specifications, pipe anchoring is normally driven or imbedded into the bottom of the body of water at a distance of 3 to 8 feet (roughly ¼ to 1/3 the total water depth).

Building Architecture and Materials

The exterior building design theme for the buildings is a modernized version of a Southern Pacific Polynesian style, consisting of double-pitch roof designs, outlooker beams with knee bracing at roof and bay window elements. The exterior siding deign consists of a combination of wood siding and two toned stucco finish. There is also stone veneer as accents throughout the Project. The structures will be primarily two-story, with three-story elements incorporated to break up the overall mass of the building. Building colors will be earth tones – tan (main body color) with the use of brown siding and roofing and dark green for accent colors (windows, doors, etc.). Maximum proposed height is 37 feet 6 inches. The maximum height allowed in the zone is 40 feet Refer to Figure 5A, *Elevations (Building A)*, Figure 5B, *Elevations (Building B)*, Figure 5C, *Elevations (Building C)*, Figure 5D, *Elevations (Building D)*, and Figure 5E, *Elevations (Building E).*

Commercial Design Review (CDR 2011-03) and Commercial Design Review (CDR 2016-03)

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

Conditional Use Permit (CUP 2011-03)

CUP 2011-03 will be required for the hotel, drive-thru and dock uses.

Tentative Parcel Map (TPM 35869)

Before making any division of land, as defined in Chapter 16.08 Lake Elsinore Municipal Code (LEMC), or real property located in the City, a tentative map shall be prepared in accordance with the Subdivision Map Act and Chapter 16.24, *Tentative Map*, of the City's Municipal Code. Final survey of streets and lots within the division of land shall not be made nor shall any grading or construction work be done before the tentative map and improvement plans for such work have been approved as required said Section.

Tentative Parcel Map 35869 (TPM 35869) proposes a subdivision of the Project site into a total of three (3) parcels. The gross and net parcel sizes are contained below in Table 2, *Parcel Map Acreages*. Refer to Figure 6*, Tentative Parcel Map No. 35869*.

Table 2
Parcel Map Acreages

PARCEL AREA TABLULATION				
	GROSS AREA		NET AREA	
	SQ. FT.	AC.	SQ. FT.	AC.
PARCEL 1	32,429	0.74	29,069	0.66
PARCEL 2	81,862	1.88	81,862	1.88
PARCEL 3	118,771	2.73	118,771	2.73
TOTAL	233,062	5.35	229,702	5.27

2. Beach Park

Overall Description

The site plan/layout for the Beach Park is provided in Figure 7, *Site Plan – Beach Park*. The City development approval applications for the Beach Park are:

- Conditional Use Permit (CUP 2012-06); and
- Commercial Design Review (CDR 2016-03).

The Beach Park site is currently vacant and is bounded by Mark Avenue on the southwest, the lakeshore on the northeast, and residential properties on the southeast and the northwest. The land is currently vacant, and the terrain is relatively level with the exception of a sharp decline towards the lakeshore. Elevations within the Project area range approximately from 1,245-1,270 feet above mean sea level. Overall site grading will involve 1,900 cubic yards of cut and 1,900 cubic yards of fill, resulting in balanced earthwork on the site. Reference Figure 8, *Beach Park Conceptual Grading Plan*.

The Beach Park site is approximately 2.73 gross acres/2.65 net acres in area. On-site Project improvements include the following:

- 15-berth dock
- Boat launch ramp

- 47-space parking lot (auto, boat, trailer, RV, and handicapped)
- 488 square foot bathhouse
- 1,584 square foot garage with storage
- Picnic tables and BBQ grills
- Landscaping

The Beach Park property will be gated with card key access solely for the Resort patrons.

Hardscape comprises 46,796 square feet, or approximately 39.9% of the site. Landscaping, including the beach/picnic use area comprises 72,123 square feet, or approximately 60.1% of the site.

A total of 47 parking spaces will be provided, as follows:

- Handicapped: 4 spaces
- R.V. and motorhome parking spaces: 6
- Vehicle or boat trailer parking spaces: 10
- Vehicle with boat trailer parking spaces: 4
- Standard parking spaces: 23

Two sizes of R.V. or boat trailer parking spaces will be provided:

- 18' wide x 54'6" long; and
- 15' wide x 44'9"

Standard parking spaces are 9' wide x 18' long. Handicapped parking spaces will comply with City Standards.

On-site structures, which are located in the northeasterly portion of the Beach park site include: a 484 square foot bath house and a 1,584 square foot garage.

A 1,951-foot long boat launch ramp is provided in the southerly corner of the site. Northerly of the boat launch ramp will be a beach/picnic use area. A 175'6" long dock, with an 18'4" approach ramp (totaling 193'10") that will protrude into the Lake. The dock will be accessible from the beach/picnic use area.

Building Architecture and Materials

The exterior building design theme for the bathrooms and garage are very similar to the Resort. They are a modernized version of a Southern Pacific Polynesian style, consisting of double-pitch roof design, wood shutter window elements. The exterior siding deign consists of a combination of wood siding and two toned stucco finish. The structure is one story. Building colors will be earth tones – tan (main body color) with the use of brown siding and roofing and dark green for accent colors (windows, doors, etc.). Refer to Figure 9, *Elevations (Bath House and Storage Building)*.

Conditional Use Permit (CUP 2012-06)

CUP 2011-06 will be required for the campground and dock uses.

Commercial Design Review (CDR 2016-03)

The City of Lake Elsinore has deemed a quality physical environment as being necessary for the protection of the public's health, safety and welfare and has therefore enacted Chapter 17.184, *Design Review*, of the City's Municipal Code in order to establish a design review process for development proposals and design concepts in order to ensure that new development, or the alteration of existing development, occurs in a manner which

enhances the character and quality of surrounding properties and that the scale, special relationships and architectural treatment of structures including materials, colors, and design, visually contribute to the area and environment in which they are located. The design review process is also intended to apply to the ancillary elements of projects such as signs and landscaping in order to ensure that the overall development maintains the same integrity of design as approved for the primary structure(s).

Circulation

1. Beach Resort

The Beach Resort proposes one (1) access point from SR 74. The access point will be on the southwesterly portion of the site. The access drive will traverse northerly from this access point and then traverse easterly along the northerly portion of the Project site, along the portion of the site that is slated for development. Parking spaces will be provided on both the northerly and southerly sides of this drive lane. Two (2) small drive lanes/parking areas are proposed, one between Buildings B and C and the other between Buildings D and E. Secondary access will be provided at the easterly portion of the site to the existing Riverside County Flood Control & Water Conservation District (RCFC&WCD) service roadway, located to the south of the Project site. This will be a gated access and used for emergency purposes only. An emergency access ramp is provided to the beach and docks at the easterly terminus of the Project drive lane. This ramp shall not exceed 12% slope and shall also be used for maintenance.

2. Beach Park

The Beach Park proposes one (1) access point from Mark Avenue. Mark Avenue will be accessed from SR 74 via Serena Way. The access point will be on the northerly portion of the site. Upon entering the site, the will be a drive lane that circles the entire site. Parking is dispersed along this drive lane (reference Figure 7, *Site Plan – Beach Park*).

Traffic Circulation

Based on discussions with City's engineer, three (3) study area intersections have been identified within the Project's sphere of influence. The study area includes the following intersections:

North-South Street	East-West Street
Existing Mobile Home Park Driveway	Grand Avenue
Project Access	Grand Avenue
Serena Way	Grand Avenue

Even though the Traffic Study, AQ Analysis (includes GHG), and Noise Analysis analyzed a Project consisting of 62,583 square feet at the Beach Resort and 1,966 square feet at the Beach Resort, when the plans were resubmitted to the City in December, 2015, the information had been modified into the current iteration that is the "final" plans of 65,335 square feet for the Beach Resort, and 2,072 square feet for the Beach Park. The City has determined there were no physical changes, but rather a change in the manner in which the buildings were calculated. Therefore, the prior analyses shall remain valid for the purposes of this Initial Study.

Construction Scenario

The Project is expected to begin construction in Fall 2015 and take approximately one year to complete. For purposes of the analysis contained in this document, site preparation is anticipated to take 3 days, grading 6

days, construction 220 days, and paving 10 days. These are classified as working days. The stages of development and the proposed mix of equipment to be used for each respective phase are contained in Section V.3, Air Quality of this Initial Study.

Utilities

Water, sewer, electric, gas, and telephone services would be extended onto the site from existing main lines. Water and sewer would be provided by the Elsinore Valley Municipal Water District (EVMWD). Gas will be provided by The Gas Company; electricity would be provided by Southern California Edison; and telephone service would be provided by Verizon. The site is located within the boundaries of the Lake Elsinore Unified School District. Municipal or local government services are provided by the City of Lake Elsinore. Fire and security services are provided by the City of Lake Elsinore through contacts with the Riverside County Fire Department and the Riverside County Sheriff's Department.

Lake Elevation

Water levels within Lake Elsinore have fluctuated significantly since the establishment of the community in the 1880's. Recently, to address these extreme fluctuations in water levels, the City of Lake Elsinore and the Elsinore Valley Municipal Water District are currently managing the water levels and water quality conditions within the Lake. An ongoing agreement with the Elsinore Valley Municipal Water District sets a target surface level between 1,240 and 1,249 feet above mean sea level. During low flow conditions, when lake levels fall below 1,240 feet above mean sea level, the District discharges treated water to maintain the water level of the lake. As part of the program, the City of Lake Elsinore operates lake aerators to maintain dissolved oxygen levels in the lake to prevent algal blooms and fish kills and maintain the aesthetic appearance of the lake.

During high flow conditions, lake water is allowed to drain into the outlet channel which flows into Temescal Wash (a tributary to the Santa Ana River). These flows begin to occur when the lake surface level reaches 1,255 feet above mean sea level. When lake water levels reach 1,262 feet above mean sea level, the approved lake management plan allows the lake water to drain into the Back Bay recharge area located at the south end of the lake. The Back Bay area provides additional flood storage and groundwater recharge. The 100-year flood elevation for the lake has been established 1,263.3 feet above mean sea level.

All of the lake level elevations referenced in this Initial Study are based upon the 1929 National Geodetic Vertical Datum. Relying on the 1988 North American Vertical Datum are approximately 2.4 feet higher than the standard 1929 datum. While the 100-year flood level for Lake Elsinore using the 1929 Vertical Datum is 1,263.3 feet above mean sea level; the equivalent flood elevation using the 1988 Vertical Datum would be 1,265.7 feet above mean sea level. On March 8 2008, the Army Corps of Engineers, based upon more recent information, reduced the area of Federal jurisdiction to 1,255 feet above mean sea level. This information has been incorporated into this Initial Study. This change in Federal jurisdiction may result in changes to the jurisdictional areas of other agencies at some point in the future.

III. ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. **Project Title:** Wake Rider Beach Resort and Beach Park.

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

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

4. **Project Location:**

   Beach Resort

   On the east side of Grand Avenue (State Route-74) between Macy Street and Serena Grand Avenue (State Route-74) adjacent to Lake Elsinore, within the City of Lake Elsinore; Assessor's Parcel Number of 381-030-005.

   Beach Park

   The Beach Park site is bounded by Mark Avenue to the southwest, by Lake Elsinore to the northeast, by a boat and recreational vehicle storage yard to the northwest, and by residential property to the southeast; Assessor's Parcel Number 381-040-005.

5. **Project Sponsor's Name and Address:** John Gamble, 612 Tranquility Glen, Escondido, CA 92027.

6. **General Plan Designations:**

   - Beach Resort: Commercial Mixed Use and Recreational
   - Beach Park: Commercial Mixed Use and Recreational

7. **Zoning:**

   - Beach Resort: Commercial Mixed Use (CMU), and Recreation (R)
   - Beach Park: Commercial Mixed Use (CMU), and Recreation (R)

8. **Description of Project:**

Two separate parcels, which comprise the Project sites, are located on east side of Grand Avenue adjacent to Lake Elsinore. The Project sites are referred to as the northerly Project site (Beach Resort) and the southerly Project site (Beach Park).

The Beach Resort site was previously developed but is currently vacant. The surrounding area consists of mixed or transitional urban scale development. The character of the area is described as transitional because the surrounding land uses consist of older resort and commercial development that is in the process of changing to more suburban-style tract development. The property is bounded on the north by an existing mobile home park, on the east by Lake Elsinore, on the south by a concrete drainage channel and single-family dwellings, on the west by Grand Avenue and vacant property.

The Beach Park site consists of a trapezoidal-shaped parcel and is bounded by Mark Avenue to the southwest, by Lake Elsinore to the northeast, by a boat and recreational vehicle storage yard to the northwest, and by

residential property to the southeast. Topographically, the site is situated along the southeasterly shore of Lake Elsinore and consists of relatively flat-lying to gentle northwesterly sloping terrain. The site is currently undeveloped/vacant; however, existing pier footings near the parcel's northwest corner are evidence of some type of past construction at the site. Vegetation consists of weeds and sparse to locally abundant trees.

9. Surrounding Land Uses and Setting:

Beach Resort

The Beach Resort site, while currently vacant, was previously developed as a motel/resort establishment during the 1950's. The buildings associated with this previous use were demolished sometime in the mid-1990's. The surrounding area consists of mixed urban scale development. An existing mobile home park is located to the north, single family homes are located across the improved drainage channel on the south side of the property, the areas across Grand Avenue are vacant, and Lake Elsinore is located to the east of the development area.

Beach Park

The Beach Park site is currently vacant and is bounded by Mark Avenue on the southwest, the lakeshore on the northeast, and residential properties on the southeast and the northwest. The land is currently vacant, and the terrain is relatively level with the exception of a sharp decline towards the lakeshore. Elevations within the Project area range approximately from 1,245-1,270 feet above mean sea level.

10. Other Public Agencies Whose Approval is Required:

- Caltrans;
- Regional Water Quality Control Board;
- U.S Army Corps of Engineers (ACOE); and
- California Department of Fish and Wildlife (CDFW)

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

C. DETERMINATION

On the basis of this initial evaluation:

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

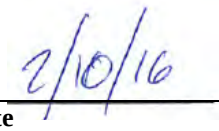
☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

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

Justin Kirk for Grant Taylor, Director of Community Development



Date

IV. ENVIRONMENTAL ANALYSIS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
A. AESTHETICS. Would the proposal:				
a) Have a substantial adverse effect on a scenic vista?			✓	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcrops, and historic buildings within a state scenic highway?		✓		
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		✓		
B. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓	
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				✓
C. AIR QUALITY & GREENHOUSE GAS EMMISSIONS. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			✓	
d) Expose sensitive receptors to substantial pollutant concentrations?			✓	
e) Create objectionable odors affecting a substantial number of people?			✓	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	
D. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓		
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		✓		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?				✓
E. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				✓
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		✓		
c) Directly or indirectly destroy a unique paleonto-logical resource or site or unique geologic feature?		✓		

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?		✓		
e) Cause a substantial adverse change in the significance of a tribal cultural resources as defined in Public Resources Code 21074?		✓		
F. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault?		✓		
ii) Strong seismic ground shaking?		✓		
iii) Seismic-related ground failure, including liquefaction?		✓		
iv) Landslides?				✓
b) Result in substantial soil erosion or the loss of topsoil?		✓		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		✓		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
G. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?		✓		
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
H. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?		✓		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?			✓	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		✓		

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?		✓		
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map?				✓
h) Place within 100-year flood hazard area structures, which would impede or redirect flood flows?				✓
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j) Inundation by seiche, tsunami, or mudflow?				✓
I. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				✓
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
J. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				✓
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
K. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
L. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
M. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			✓	
b) Police protection?			✓	
c) Schools?			✓	
d) Parks?				✓
e) Other public facilities?				✓
N. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?			✓	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
O. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		✓		
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			✓	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
e) Result in inadequate emergency access?				✓
f) Result in inadequate parking capacity?				✓
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓
P. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?			✓	
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?			✓	
Q. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		✓		
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

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

A. AESTHETICS

Even though the proposed Project is on two (2) separate parcels, there is enough similarity as it pertains to aesthetic resources, such that one discussion of both the Beach Resort and the Beach Park components of the proposed Project is appropriate in this Section.

a) Have a substantial adverse effect on a scenic vista? Less Than Significant Impact

Beach Resort & Beach Park

The Project is located in the northwestern corner of Lake Elsinore (Lake Edge District) and will be visible from the lake, from the west, and from some parts of the community on the eastside of Lake Elsinore. The views of Lake Elsinore and the escarpments of the Santa Ana Mountains (to the west) constitute the most prominent scenic features of the community. This important westerly view is consistent with the City's General Plan which anticipates commercial mixed uses along this portion of Grand Avenue, and recreational open space uses adjacent to the Lake (reference Figure LE-1, *Lake Edge District*, of the General Plan). In addition, development of the Project will not affect the scenic views of the Santa Ana Mountains because the site is adjacent to the Lake and the proposed structures are not tall enough to visually intrude into the face of the mountain escarpment which tower more than 1,500 feet above the surface of Lake Elsinore (the typical elevations of lake surface generally range between 1,240 and 1,255 feet while the mountain escarpments behind the lake range between 2,800 and 3,000 feet in height.). From across the lake, the Project will blend in with the existing buildings and landscaping that is already found along the western edge of the Lake. The colors and materials of the Project are similar to the other new development along Grand Avenue and Mark Avenue. Because the visual backdrop of the community is not being affected by the Project, the Project will not have a significant impact on any scenic vista.

At a Project level, the Project sites will be visible from Grand Avenue, Mark Avenue, adjacent residents, and by recreational users on the lake surface. The view from Grand Avenue will be of the landscaped frontage and building fronts. Views of the Project from the adjacent single-family homes will be extremely limited to mostly, the upper building stories (over their backyard fences), for the Beach Resort. Views from adjacent mobile home park will be more noticeable from the Beach Resort. These views will be mitigated by the required site landscaping and the architectural details and colors on the buildings. Any Project-level visual impacts will be addressed through the City's design review process which will ensure compliance with City zoning and design standards regulating building design, mass, bulk, height, colors, etc. In addition, the City has a policy to require that the principles of four-sided architecture be applied to all projects. Project architecture consists of the inclusion of appropriate architectural detailing on all exterior elevations of the building. Implementing four-sided architecture means that the Project will be compatible on all sides with the surrounding area. This will be primarily applicable to the Beach Report, as the Beach Park will have limited, small, structures (a 488 square foot bath house and a 1,584 square foot storage building). Based upon this discussion of the large and small-scale aesthetic issues, the Project will have a less than significant adverse effect on a scenic vista. As a result, any scenic impacts are considered less than significant and no additional mitigation measures are required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway? Less Than Significant Impact With Mitigation Incorporation

Beach Resort & Beach Park

The Project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway since State Route 74 (Grand Avenue) has not been designated a scenic highway adjacent to the Project site. Any potential visual impacts will be addressed through the City's design review process and are discussed in more detail in Sections I.a and I.d. The City of Lake Elsinore has determined that certain species of palm trees (*sp. Palmaceae*) are locally significant resources. The discussion of this issue is contained in Section D.e. of this Initial Study. Because of the impact to one significant palm tree on the Beach Resort site, the Project may substantially damage any scenic resources; however, with the incorporation of Mitigation Measure BIO-1, any impacts to this resource will be reduced to a less than significant level. No other significant impacts are anticipated, and no additional mitigation measures are required.

c) Substantially degrade the existing visual character or quality of the site and its surroundings? Less Than Significant Impact

Beach Resort & Beach Park

The development of the Project site is not expected to degrade the existing visual character of the area. The existing visual character of the area is extremely mixed. The visual character of the area ranges from relatively recent single-family subdivisions to older deteriorated structures and resort developments along vacant parcels. The Beach Resort site is bordered by an older resort recreational vehicle park on the north, vacant property to the west across Grand Avenue, a concrete drainage channel and a newer single family residential to the south, and Lake Elsinore to the east. The Beach Resort component of the Project consists of two- and three story buildings (retail, hotel, and restaurants). The Beach Park component of the Project includes: a 15-berth dock, ramp, parking lot, bathhouse, garage, and landscaping. Given the current General Plan land use designation and the overall visual character of the surrounding area, the aesthetic character of the area will not be compromised by the Project. This aesthetic and design consistency is ensured through the City's design review process. As a result, any impacts are considered less than significant, and no additional mitigation measures are required.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? Less Than Significant Impact with Mitigation Incorporation

Beach Resort & Beach Park

Light and glare from new street lights, vehicles, and the future land uses will be generated and will contribute to the amount of light and glare experienced in the Project vicinity. The Project sites are located within an urbanized area which already experiences some levels of light and/or glare from the existing development. Development of the Project will require design review approval by the City of Lake Elsinore. The City's design review process is intended to ensure that future development will be designed to ensure design compatibility and to alleviate light and/or glare disturbances outside of the Project boundary and in identified conservation areas. As a result, no impacts are anticipated with the implementation of the mitigation measures contained in this Initial Study.

MITIGATION MEASURES

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

Conservation Areas to comply with City design standards and building codes.

B. AGRICULTURE RESOURCES

Even though the proposed Project is on two (2) separate parcels, there is enough similarity as it pertains to agriculture resources, such that one discussion of both the Beach Resort and the Beach Park components of the proposed Project is appropriate in this Section.

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? Less Than Significant Impact

Beach Resort & Beach Park

According to the Riverside County Information Technology (RCIT), located at the following web address: http://mmc.rivcoit.org/MMC_Public/Viewer.html?Viewer=MMC_Public, the Project sites are primarily designated as "Urban-Built Up Land" (Beach Resort 90%, Beach Park 100%). The northwestern portion of the Beach Resort, which is also part of the Lake shore is identified as "Local Importance, Not Mapped." No farming is currently being conducted in this area, and no development is proposed in this area. Development of the Project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Reference Attachment C, *Farmland*. Any impacts are considered less than significant.

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

Beach Resort & Beach Park

According to the Riverside County Information Technology (RCIT), located at the following web address: http://mmc.rivcoit.org/MMC_Public/Viewer.html?Viewer=MMC_Public, the Project sites are not with existing zoning for agricultural use, or a Williamson Act contract. Reference Attachment D, *Agricultural/Williamson Act*.

The historic use of the Beach Resort site (within the last 50+/- years) has been for resort/urban land uses. Agricultural operations (an orchard) were present along the southwesterly property line of the Beach Park from approximately 1953 until 1976, and possibly as recent as 1982. At the present time the Project sites are designated as Commercial Mixed Use and Recreational on the General Plan Figure LE-1, *Land Use Map - Lake Edge District Land Use Plan.*

According to the General Plan EIR (p. 3.1-8), the Commercial Mixed Use designation is intended to provide for a creative mix of commercial and residential uses to encourage a healthy urban environment in the more urban and redevelopment areas. The Residential Mixed-Use designation emphasizes a majority of intense residential uses while the Commercial Mixed-Use designation emphasizes a majority of commercial uses. According to the General Plan EIR (p. 3.1-9), the Open Space/Recreation designation is intended for public and private areas of permanent open space including state and local parks, Bureau of Land Management lands, the Cleveland National Forest, and golf courses. No agricultural zoning or agricultural land uses currently exist on the Project sites, and no agricultural uses envisioned in the future.

Based on this information, implementation of the Project (both Project sites) will not conflict with existing zoning for agricultural use, or a Williamson Act contract.

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

Beach Resort & Beach Park

The Project sites, and the adjacent parcels are not being utilized for agricultural cultivation. Based on this information, implementation of the Project (both Project sites) will not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural uses. No impacts are anticipated. No mitigation measures are required.

MITIGATION MEASURES

None required.

C. AIR QUALITY

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

- "Air Quality Impact Analysis, Wake Rider Beach Resort, City of Lake Elsinore, California," prepared by Giroux & Associates, dated December 12, 2013 (AQ Analysis); and
- "Wakerider Report Updated Traffic Impact Analysis," prepared by Giroux and Associates, dated June 5, 2015.

a-d) Conflict with or obstruct implementation of the applicable air quality plan; violate any air quality standard or contribute substantially to an existing or projected air quality violation; 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); or expose sensitive receptors to substantial pollutant concentrations? Less Than Significant Impact

An AQ Analysis was originally prepared, solely for the Beach Resort Project component (2012 AQ Analysis). As stated in the Project Description, a Notice of Availability and Intent to Adopt a Mitigated Negative Declaration was circulated from December 13, 2012 to Monday, January 14, 2013 for the Beach Resort component of the Project (Commercial Design Review (CDR 2011-03); Conditional Use Permit (CUP 2011-03); (Commercial Design Review (CDR 2016-03); Tentative Parcel Map (TPM 35869); and Zone Change (ZC 2011-01)).

After the comment period closed, the applicant decided to include the Beach Park (Conditional Use Permit (CUP 2012-06 and CDR 2016-03) as a Project component. As a result, this new Initial Study has been prepared, encompassing both the Beach Resort and the Beach Park, to allow for a comprehensive analysis of Air Quality impacts. A revised AQ Analysis has been prepared, incorporating both Project components. This analysis is referred to as the AQ Analysis.

The analysis that follows is from the AQ Analysis.

The South Coast Air Quality Management District (SCAQMD) emissions model CalEEMod2013.2.2 was used to determine Project impacts. According to the AQ Analysis, construction was assumed to start in 2014 and finish in 2015. As of the date of this Initial Study, no construction has commenced. The construction schedule utilized represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as the analysis year increases. The duration of construction activity and associated equipment represents a reasonable approximation as required per State CEQA Guidelines.

If the Project is built in the future impacts would become less. Construction equipment is becoming progressively cleaner over time and new regulations require that equipment be retrofit with emission control devices. As old equipment is phased out newer, cleaner equipment is used as a replacement. Therefore, any construction date beyond the modeled years would meet SCAQMD significance thresholds by even a greater margin or safety.

Implementation of the Project will result in air emissions during construction and the operational phase once constructed and occupied. A discussion on whether implementation of the Project will conflict with or obstruct implementation of the applicable air quality plan; violate any air quality standard or contribute substantially to an existing or projected air quality violation; 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); or expose sensitive receptors to substantial pollutant concentrations is discussed below.

Long-term air quality monitoring is carried out by the South Coast Air Quality Management District (SCAQMD) at various monitoring stations. There are no nearby stations that monitor the full spectrum of pollutants. Ozone, carbon monoxide and nitrogen oxides are monitored at the Lake Elsinore facility, while 10-micron diameter particulate matter (PM-10) is measured at the Perris Valley station. The closest data resource for other particulate species is in Riverside. Table 3 of the 2013 AQ Analysis summarizes the last five years of monitoring data from a composite of available data resources.

1. Photochemical smog (ozone) levels often exceed standards. The 1-hour state standard was violated of six percent of all days in the last five years near Lake Elsinore. The 8-hour state ozone standard has been exceeded 15 percent of all days in the past five years. The Federal eight-hour ozone standard has averaged around 9 percent of the time during this period. While ozone levels are still high, they are much lower than 10 to 20 years ago. Attainment of all clean air standards in the Project vicinity is not likely to occur soon, but the severity and frequency of violations is expected to continue to slowly decline during the current decade.

2. Carbon monoxide (CO) measurements at the Lake Elsinore station have declined throughout the last decade. Federal and state CO standards have not been exceeded in the last 10+ years. Despite continued basin-wide growth, maximum one- or 8-hour CO levels at the closest air monitoring station average less the 10 percent of their most stringent standards because of continued vehicular improvements. This data suggests that baseline CO levels in the Project area are generally healthful and can accommodate a reasonable level of additional traffic emissions before any adverse air quality effects would be expected.

3. PM-10 levels as measured at Perris, periodically exceed the state 24-hour standard, but no measurements in excess of the national 24-hour particulate standard has been recorded in the last five years. Particulate levels have traditionally been high in Riverside County because of agricultural activities, dry soil conditions and upwind industrial development. State PM-10 standards are exceeded an average of seven percent of all days per year.

4. A substantial fraction of PM-10 is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). Year 2010 showed the fewest violations in recent years. Both the frequency of violations of particulate standards, as well as high percentage of PM-2.5, are air quality concerns in the Project area. Slightly less than three percent of all days exceeded the current national 24-hour standard of 35 $\mu g/m^3$.

5. More localized pollutants such as nitrogen oxides, lead, etc. are very low near the Project site because background levels even near downtown Riverside never exceed allowable levels, and there are only limited sources of such emissions near the Project site. There is substantial excess dispersive capacity to accommodate localized vehicular air pollutants such as NOx without any threat of violating the applicable standards.

The Federal Clean Air Act (1977 Amendments) required that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards. The SCAB could not meet the deadlines for ozone, nitrogen dioxide, carbon monoxide, or PM-10. In the SCAB, the agencies designated by the governor to develop regional air quality plans are the SCAQMD and the Southern California Association of Governments (SCAG). The two agencies first adopted an Air Quality Management Plan (AQMP) in 1979 and revised it several times as earlier attainment forecasts were shown to be overly optimistic.

The 1990 Federal Clean Air Act Amendment (CAAA) required that all states with air-sheds with "serious" or worse ozone problems submit a revision to the State Implementation Plan (SIP). Amendments to the SIP

have been proposed, revised and approved over the past decade. The most current regional attainment emissions forecast for ozone precursors (ROG and NOx) and for carbon monoxide (CO) and for particulate matter are shown in Table 4 of the AQ Analysis. Substantial reductions in emissions of ROG, NOx and CO are forecast to continue throughout the next several decades. Unless new particulate control programs are implemented, PM-10 and PM-2.5 are forecast to slightly increase.

The Air Quality Management District (AQMD) adopted an updated clean air "blueprint" in August 2003. The 2003 Air Quality Management Plan (AQMP) was approved by the EPA in 2004. The AQMP outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (P-10) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard which was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated.

With re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan was developed. This plan shifted most of the one-hour ozone standard attainment strategies to the 8-hour standard. As previously noted, the attainment date was to "slip" from 2010 to 2021. The updated attainment plan also includes strategies for ultimately meeting the federal PM-2.5 standard.

Because projected attainment by 2021 requires control technologies that do not exist yet, the SCAQMD requested a voluntary "bump-up" from a "severe non-attainment" area to an "extreme non-attainment" designation for ozone. The extreme designation will allow a longer time period for these technologies to develop. If attainment cannot be demonstrated within the specified deadline without relying on "black-box" measures, EPA would have been required to impose sanctions on the region had the bump-up request not been approved. In April 2010, the EPA approved the change in the non-attainment designation from "severe-17" to "extreme." This reclassification sets a later attainment deadline (2024), but also requires the air basin to adopt even more stringent emissions controls.

In other air quality attainment plan reviews, EPA has disapproved part of the SCAB PM-2.5 attainment plan included in the AQMP. EPA has stated that the current attainment plan relies on PM-2.5 control regulations that have not yet been approved or implemented. It is expected that a number of rules that are pending approval will remove the identified issues. The recently adopted 2012 AQMP being readied for ARB submittal to EPA as part of the California State Implementation Plan (SIP) is expected to remedy identified PM-2.5 planning deficiencies.

The federal Clean Air Act requires that non-attainment air basins have EPA approved attainment plans in place. This requirement includes the federal one-hour ozone standard even though that standard was revoked around eight years ago. There was no approved attainment plan for the one-hour federal standard at the time of revocation. Through a legal quirk, the SCAQMD is now forced to develop an AQMP for the long since revoked one-hour federal ozone standard.

This Project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing general development. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant just because the proposed development is consistent with regional growth projections. Air quality impact significance for the proposed Project has therefore been analyzed on a Project-specific basis.

Primary Pollutants

Air quality impacts generally occur on two scales of motion. Near an individual source of emissions or a collection of sources such as a crowded intersection or parking lot, levels of those pollutants that are emitted in their already unhealthful form will be highest. Carbon monoxide (CO) is an example of such a pollutant.

Primary pollutant impacts can generally be evaluated directly in comparison to appropriate clean air standards. Violations of these standards where they are currently met, or a measurable worsening of an existing or future violation, would be considered a significant impact. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the South Coast Air Basin (SCAB) for PM-10, an aggressive dust control program is required to control fugitive dust during Project construction.

Secondary Pollutants

Many pollutants, however, require time to transform from a more benign form to a more unhealthful contaminant. Their impact occurs regionally far from the source. Their incremental regional impact is minute on an individual basis and cannot be quantified except through complex photochemical computer models. Analysis of significance of such emissions is based upon a specified amount of emissions (pounds, tons, etc.) even though there is no way to translate those emissions directly into a corresponding ambient air quality impact.

Because of the chemical complexity of primary versus secondary pollutants, the SCAQMD has designated significant emissions levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. Projects with daily emissions that exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant under the State CEQA Guidelines:

Pollutant	Construction	Operations*
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.
*Project operations have no air quality impacts, only construction was evaluated

Additional Indicators

In its CEQA Handbook, the SCAQMD also states that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators are as follows:

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation.

- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the Project's build-out year.

- Project could generate vehicle trips that cause a CO hot spot.

The SCAQMD CEQA Handbook also identifies various secondary significance criteria related to toxic, hazardous or odorous air contaminants. Except for the small diameter particulate matter ("PM-2.5") fraction of diesel exhaust generated by heavy construction equipment, there are no secondary impact indicators associated with Project construction.

Construction Activity Impacts

Dust is typically the primary concern during construction of new buildings. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). These parameters are not known with any reasonable certainty prior to Project development and may change from day to day. Any assignment of specific parameters to an unknown future date is speculative and conjectural.

Because of the inherent uncertainty in the predictive factors for estimating fugitive dust generation, regulatory agencies typically use one universal "default" factor based on the area disturbed assuming that all other input parameters into emission rate prediction fall into midrange average values. This assumption may or may not be totally applicable to site-specific conditions on the proposed Project site. As noted previously, emissions estimation for Project-specific fugitive dust sources is therefore characterized by a considerable degree of imprecision.

Average daily PM-10 emissions during site grading and other disturbance are shown in the CalEEMod2013.2.2 computer model to be about 10 pounds per acre. This estimate presumes the use of reasonably available control measures (RACMs). The SCAQMD requires the use of best available control measures (BACMs) for fugitive dust from construction activities.

Current research in particulate-exposure health suggests that the most adverse effects derive from ultra-small diameter particulate matter comprised of chemically reactive pollutants such as sulfates, nitrates or organic material. A national clean air standard for particulate matter of 2.5 microns or smaller in diameter (called "PM-2.5") was adopted in 1997. A limited amount of construction activity particulate matter is in the PM-2.5 range. PM-2.5 emissions are estimated to comprise 10-20 percent of PM-10.

In addition to fine particles that remain suspended in the atmosphere semi-indefinitely, construction activities generate many larger particles with shorter atmospheric residence times. This dust is comprised mainly of large diameter inert silicates that are chemically non-reactive and are further readily filtered out by human breathing passages. These fugitive dust particles are therefore more of a potential soiling nuisance as they settle out on parked cars, outdoor furniture or landscape foliage rather than any adverse health hazard.

Exhaust emissions will result from on and off-site heavy equipment. The types and numbers of equipment will vary among contractors such that such emissions cannot be quantified with certainty. Default equipment use factors contains an appropriate emissions calculation models have therefore been used.

CalEEMod was developed by the SCAQMD and provides a model by which to calculate both construction emissions and operational emissions from a land use project. It calculates both the daily maximum and annual average for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions.

The CalEEMod 2013.2.2 computer model was used to calculate emissions from the indicated default prototype construction equipment fleet and schedule anticipated by CalEEMod for the uses indicated above:

Prototype Construction Equipment Fleet and Schedule Anticipated

Site Preparation (3 days)	1 Scraper
	1 Grader
	1 Tractor/Loader/Backhoe
Grading (6 days)	1 Grader
	1 Dozer
	2 Tractor/Loader/Backhoes
Construction (220 days)	1 Crane
	2 Forklifts
	1 Generator Set
	3 Welder
	1 Tractor/Loader/Backhoe
Paving (10 days)	1 Cement Mortar Mixer
	1 Paver
	1 Paving Equipment
	2 Rollers
	1 Tractor/Loader/Backhoe

Utilizing this equipment fleet the following worst case daily emissions are calculated by CalEEMod:

Construction Activity Emissions
Maximum Daily Emissions (pounds/day)

Activity	ROG	NOx	CO	SO_2	PM-10	PM-2.5
2014						
Unmitigated	50.4	33.1	23.4	0.0	8.4	5.0
Mitigated	50.4	33.1	23.4	0.0	4.4	0.3
2015						
Unmitigated	50.3	2.6	2.6	0.0	0.3	3.0
Mitigated	50.3	2.6	2.6	0.0	0.3	0.3
SCAQMD Thresholds	75	100	550	150	150	55

Source: CalEEMod.2013.2.2 output in Appendix of 2013 AAQ Analysis.

Peak daily construction activity emissions will be below SCAQMD CEQA thresholds. Recommended dust mitigation measures, provided in Mitigation Measure AQ-1 will ensure that all impacts from construction air quality emissions will remain at a less than significant level.

The following measure was modeled in CalEEMod for the Project:

- Water exposed areas 3 times per day.

Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365-days per year, 70-year lifetime exposure. Public exposure to heavy equipment emissions will be an extremely small fraction of the above dosage assumption. Diesel equipment is also becoming progressively "cleaner" in response to air quality rules on new off-road equipment. Any public health risk associated with Project-related heavy equipment

operations exhaust is therefore not quantifiable, but small. Any impacts are considered less than significant and no additional mitigation is required.

Local Significance Thresholds

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to Governing Board's Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005.

Use of an LST analysis for a project is optional. For the proposed Project, the primary source of possible LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility.

LST screening tables are available for 25, 50, 100, 200 and 500-meter source-receptor distances. For the Project, the nearest sensitive use would be the residences adjacent to the Project site such that the 25-meter distance thresholds were utilized.

LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a project that are not expected to cause or contribute measurably to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2 and 5-acre disturbance sites for varying distances. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, the following tables should be used to determine the maximum daily disturbed-acreage for comparison to LSTs.

Maximum Daily Disturbed Acreage per Equipment Type

Equipment Type	Acres/8-hr-day
Crawler Tractor	0.5
Graders	0.5
Rubber Tired Dozers	0.5
Scrapers	1

Based on this table and the CalEEMod default equipment fleet for the proposed Project will result in 1.5 disturbed daily acres during peak construction grading activity:

(1 scraper x 1.0 + 1 grader x 0.5 = 1.5 acres disturbed).

The applicable thresholds and emissions are shown in the Table, below:

LST and Project Emissions (pounds/day)

LST 1.5 acres/ 25 meters Lake Elsinore	CO	NOx	PM-10	PM-2.5
Max On-Site Emissions *	925	198	6	4
Site Prep				
Unmitigated	19	33	3	2
Mitigated	19	33	2	2
Grading				
Unmitigated	20	32	8	5
Mitigated	20	32	4	3
Construction				
Unmitigated	17	27	2	2
Mitigated	17	27	2	2
Paving				
Unmitigated	12	20	2	2
Mitigated	12	20	2	2

CalEEMod Output in Appendix of 2013 AQ Analysis

*excludes construction commuting, vendor deliveries and emissions associated with haul trucking.

LSTs were compared to the maximum daily construction activities. As seen above, mitigated emissions are below the LST thresholds for construction. LST impacts are less-than-significant. The only mitigation measure applied was the following dust suppression measure:

- Water exposed surfaces at least 3 times per day for fugitive dust suppression.

Although the two Project sites have a small separation, they were modeled as one source. Dispersion provided by distance separation would make this a worse-case estimate. Recommended dust mitigation measures, provided in Mitigation Measure AQ-1 will ensure that all impacts from construction air quality emissions will remain at a less than significant level.

Operational Impacts

The AQ Analysis analyzed a Project that would generate 2,085 average daily trips (ADT). Since the time of the preparation of the AQ Analysis, the Project has been revised and will now generate 2,201 daily trips.

The AQ Analysis assumed a year 2015 build-out. Realistically, full Project build-out will now not occur until year 2017 or beyond. Cleaner cars will off-set any small VMT increase for ROG, NOx and CO. Increases in VMT dependent emissions (PM-10, PM-2.5 and CO2) will be minimal.

The CalEEMod 2013.2.2 emissions computer model was run for a 2017 build-out with the slightly increased VMT. Results were compared with the previous 2015 run at the "old" VMT. Differences were negligible seen a follows (lbs./day):

Source	ROG	NOx	CO	SO_2	PM-10	PM-2.5	CO_2
2015 (2,085 ADT)	10.4	15.4	54.4	0.1	6.4	1.9	10,684
2017 (2,201 ADT)	8.9	14.2	49.8	0.1	6.6	2.1	10,886
Exceeds AQMD Threshold*	No	No	No	No	No	No	n/a

***either with "old" ADT or current update**

The CalEEMod model does not have an adequate algorithm to anticipate continued improvements in average

fuel efficiency and in low carbon fuel standards. The slight predicted increase in GHG emissions associated with a small (5.6%) ADT increase from a 2015 to a 2017 build-out is artificial. The 2-year delay in expected build-out will actually reduce the GHG burden more than to off-set any small ADT increase.

Commercial uses also generate small quantities of "area source emissions" derived from organic compounds from cleaning products, landscape maintenance, etc. The contribution of these sources is small.

Operational emissions for Project-related traffic were calculated using CalEEMod 2013.2.2 for an assumed Project build-out year of 2015 (see discussion above regarding timing). As seen in the Table below, Project development will not cause the SCAQMD's recommended threshold levels to be exceeded. Operational emissions will be at a less-than-significant level. No additional mitigation is required.

Wakerider Daily Operational Impacts

Source	ROG	NOx	CO	SO2	PM-10	PM-2.5	CO_2
Area	3.1	0.0	0.0	0.0	0.0	0.0	0.0
Energy	0.2	2.0	1.6	0.0	0.1	0.1	2,310.1
Mobile	7.1	13.4	52.8	0.1	6.3	1.8	8,374.0
Total	**10.4**	**15.4**	**54.4**	**0.1**	**6.4**	**1.9**	**10,684.1**
SCAQMD Threshold	55	55	550	150	150	55	-
Exceeds Threshold?	No	No	No	No	No	No	NA

Source: CalEEMod 2013.2.2 Output in Appendix of the 2013 AQ Analysis

Microscale Impact Analysis

There is a direct relationship between traffic/circulation congestion and CO impacts since exhaust fumes from vehicular traffic are the primary source of CO. CO is a localized gas that dissipates very quickly under normal meteorological conditions. Therefore, CO concentrations decrease substantially as distance from the source (intersection) increases. The highest CO concentrations are typically found in areas directly adjacent to congested roadway intersections. These areas of vehicle congestion have the potential to create pockets of elevated levels of CO, which are called "hot spots."

Micro-scale air quality impacts have traditionally been analyzed in environmental documents when the air basin was a non-attainment area for carbon monoxide (CO). However, the SCAQMD has demonstrated in the CO attainment re-designation request to EPA that there are no "hot spots", i.e., locations where emission concentrations expose individuals to elevated risks of adverse health effects, anywhere in the SCAB.

To verify this conclusion, a CO screening analysis was performed at a variety of nearby intersections for which the Project traffic report provided data. The one-hour CO concentration was calculated on the sidewalk adjacent to these intersections. The maximum opening year 1-hour CO exposure is estimated to be 1.9 ppm. The significance of localized project impacts depends on whether the project would cause substantial concentrations of CO. A project is considered to have significant impacts if project-related mobile-source emissions result in an exceedance of the California one-hour and eight-hour CO standards, which are:

- 1-hour = 20 ppm
- 8-hour = 9 ppm

Calculations were made for existing traffic time frame with and without project for the morning and evening peak hours. The results of the microscale impact analysis are shown in the two Tables, below:

One-Hour CO Concentrations (ppm)

Intersections	Existing	Existing + Project
AM Peak Hours		
Grand Ave (SR-74)/ Mobile Home Pk Dwy	3.3	3.4
Grand Ave (SR-74)/ Project Access	N/A	3.5
Grand Ave (SR-74)/ Serena Way	3.3	3.4
PM Peak Hours		
Grand Ave (SR-74)/ Mobile Home Pk Dwy	3.4	3.5
Grand Ave (SR-74)/ Project Access	N/A	3.6
Grand Ave (SR-74)/ Serena Way	3.4	3.5

*including 2.7 ppm background concentration

8-Hour CO Concentrations (ppm)

Intersections	Existing	Existing + Project
Grand Ave (SR-74)/ Mobile Home Pk Dwy	1.1	1.2
Grand Ave (SR-74)/ Project Access	N/A	1.2
Grand Ave (SR-74)/ Serena Way	1.1	1.2

*including 0.7 ppm background concentration

The existing peak one-hour local CO background level in 2011 in the Project area vicinity was 2.7 ppm. With Project implementation, in the existing time frame, inclusive of the local concentration, maximum one-hour concentration is estimated to be 3.6 ppm, which is well below the one-hour standard of 20 ppm. The 8-hour concentration was derived from hourly data presuming a 60 percent persistence factor of the a.m. or p.m. 1-hour peak. The maximum ambient 8-hour CO concentration in 2011 was 0.7 ppm. Maximum with Project 8-hour CO concentration of 1.2 ppm (inclusive of the background concentration) were compared to the 9 ppm significance threshold. Micro-scale air quality impacts are not significant. No additional mitigation is required.

Boat Haul Emissions

As a worse case scenario, access to the proposed Project would be on or adjacent to Serena Way. The proposed Marina is expected to generate 54 trips per day with a peak hour traffic volume of 4 vehicles. It is assumed that medium-light trucks or RVs will be used to pull boat trailers. Emissions associated with vehicular boat haul were calculated for residences along Serena Way.

EMFAC2011, the California Air Resources Board tool for estimating emissions from on-road vehicles, was used to calculate vehicular emissions associated with boat tow travel. EMFAC2011 emissions calculations were made for a travel distance of 1,000 feet (the impact envelope for a single residence) for a medium weight or a light duty truck or RV with a weight class of 3,750-5,750 lbs. and with a 20 mph travel speed (lbs. per day).

Source	ROG	NOx	CO	PM-10	PM-2.5
Daily (54 trucks)	1.8E-03	5.9E-03	5.5E-02	8.8E-05	8.1E-05
Peak Hour (4 trucks)	1.4E-04	4.4E-04	4.1E-03	6.5E-06	6.0E-06

Using the above concentrations, a screening-level dispersion analysis was conducted to determine the maximum concentration from truck exhaust for each of the above pollutants. The EPA AERSCREEN air dispersion model was used to evaluate these concentrations from light-duty truck exhaust. The AERSCREEN model was developed to provide an easy to use method of obtaining pollutant concentration estimates and is a single source Gaussian plume model, which provides a maximum one-hour ground-level concentration. The model output for this analysis is included in the Appendix of the 2013 AQ Analysis.

The AERSCREEN pollutant concentrations were compared to a threshold of local significance based upon five percent of the National and State Standards consistent with SCAQMD Rule 1303. The AERSCREEN derived pollutant concentrations and the applicable threshold comparison is presented below:

Pollutant/Standard	Threshold ($\mu g/m^3$)	Local Impact ($\mu g/m^3$)	Exceeds
Carbon Monoxide			
1-Hour > 23,000 $\mu g/m^3$ (S)	1150	1.159	No
8-Hour > 10,000 $\mu g/m^3$ (S, F)	500	0.695	No
Nitrogen Dioxide			
1-Hour > 339 $\mu g/m^3$S)	17	0.113	No
Inhalable Particulates (PM-10)			
24-Hour > 50 $\mu g/m^3$ (S)	2.5	0.001	No
24-Hour > 150 $\mu g/m^3$ (F)	7.5	0.001	No
Ultra-Fine Particulates (PM-2.5)			
24-Hour > 35 $\mu g/m^3$ (F)	1.75	0.001	No

Persistence factor for hourly concentrations = 0.4
Persistence factor for 24-hour concentrations = 0.6

As shown, air quality emissions deriving from trucks pulling boats on trailers via light trucks or RVs would not exceed any air quality concentration threshold. No additional mitigation is required.

Boating Emissions

An analysis of emissions related to boating at the marina was performed assuming that all 54 daily vehicular trips would be bringing or departing with a small marine vessel (boat) or personal watercraft devices such as a jet ski. If there are 54 daily trips entering and leaving the marina, it is possible for 27 boats or devices to be launched each day.

Emission rates for 2-stroke outboard engines were obtained from the Marina Island Training and Testing EIR published in September, 2013 (Table D.1-1 Appendix D of the AQ Analysis). These emission rates are in grams per horsepower (HP) hour metric. I t was assumed that each vehicle would have a 50 HP engine and would idle at the dock in proximity to residential use for 10 minutes each. The following emissions are calculated:

Rate	NOx	CO	ROG	SOx
Grams per HP hour	0.018	0.63	0.25	0.00108
Pounds/Day	0.009	0.312	0.124	0.001

Emissions from recreational boating use at the small project marina are so minor as to preclude further analysis. Any impacts are considered less than significant. No additional mitigation is required.

As discussed in this Section, the construction and operation of the Project will not violate air quality standards, exceed AQMD significance thresholds, and by inference, significantly impact air quality. Even though no significant air quality impacts are anticipated, essential air quality mitigation measures addressing particulate matter and volatile organic gases are being incorporated into this Project to ensure construction compatibility with the surrounding area. As a result, the air quality impacts are expected to be less than significant. Mitigation Measure AQ-1 will be implemented during the construction phase of the Project.

e) Create objectionable odors affecting a substantial number of people? Less Than Significant Impact

Beach Resort & Beach Park

Implementation of the Project will create objectionable odors both during the construction and operational phases. It should be noted that these impacts will not affect a substantial number of people. Impacts will be most experienced by the adjacent residents. The construction and operational odor impacts are discussed below.

Construction Odors

Diesel exhaust has a characteristic odor that can be detectable at a considerable distance from the source. However, the exhaust plume from any piece of equipment is narrow and typically displays considerable meander. Odor impacts are therefore transitory and occur in fairly close proximity to the source.

Odor strength from any source is most simply described in terms of now many dilutions with fresh air are needed to reduce the odorant to undetectable levels. This descriptor is called the "dilution-to-thresholds" (D/T) ratio, or the number of "odor units" (OU) in a sample. Diesel exhaust strength varies with the engine power level, compression temperature, fuel quality and other factors. Reported odor strengths of strongly scented diesel exhaust is around 1,000 OU per cubic foot of exhaust air. The SCAQMD guidance on odor characterization is that a level exceeding 10 OU per cubic foot may be offensive.

Plume dispersion from mobile sources with varying source locations and duty cycles is difficult to estimate. Under steady-state conditions, the "Workbook or Atmospheric Dispersion Estimates" (2nd Ed, 1994) predicts the following impact distances for an exhaust plume during daytime workday conditions:

Stability	Distance to 10 OU	Distance to 1 OU
Very unstable	60 feet	230 feet
Moderately unstable	100 feet	360 feet
Slightly unstable	160 feet	590 feet

The zone of strong diesel odor impact from construction equipment is therefore typically 160 feet or less. Except where heavy equipment operations occur in very close proximity to occupied dwellings or other odor-sensitive uses (health care, outdoor restaurants, etc.), set-back distances are typically adequate to preclude significant diesel odor impact potential. In the case of the Project, impacts will be of short duration, will not be considered significant and will not require any additional mitigation measures.

Operational Odors

The proposed Project contains two restaurant sites that may generate cooking odors, and possibly from the disposal of biodegradable refuse in outside containers. Most cooking odor is captures by stove/grill hoods that are discharged outside the building. Because charbroilers discharge a combination of smoke particles, reactive organic gases and odors, charbroiler installations usually require use of best available technology (BACT) on new installations.

Most fast food operations are required to comply with SCAQMD Rule 1138 "Control of Emissions from Restaurant Operations." The rule is designed to reduce particulate matter (smoke) and volatile organic compounds (volatized animal fat). A by-product of such control is odor reduction. SCAQMD Rule 402 further prohibits creation of an odor nuisance. If the cooking activity discharge were to create objectionable odor, there is substantial recourse to abate any possible nuisance. The Project will specifically be conditioned that any restaurant operator utilize BACT to control cooking odor. Both the City and SCAQMD have compliance enforcement power. Several control mechanisms exist to effectively treat cooking odor if fan

discharge by itself is not adequate to disperse the odor. The SCAQMD staff report on the recommended strengthening of Rule 1138 (2009) reported on emissions control tests that reduced smoke and odor by 85 percent (wet scrubbers). Proper ventilation design will likely maintain restaurant cooking odor impacts at less-than-significant levels. No additional mitigation is required.

Operation of the Beach Park for picnic and tent camping uses may also entail use of portable cooking devices such as charcoal grills. Prevailing afternoon winds from the NW to SE will typically carry cooking odors away from most surrounding residences. There are no provisions for open fires at the park that might produce smoke and odor nuisance such that Beach Park activities are not likely to have a significant odor impact. No additional mitigation is required.

f,g) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? Less Than Significant Impact

Beach Resort & Beach Park

Overview

"Greenhouse gases" (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as "global warming." These greenhouse gases contribute to an increase in the temperature of the earth's atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal greenhouse gases (GHGs) are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. For purposes of planning and regulation, Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statues and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07.

AB 32 is one of the most significant pieces of environmental legislation that California has adopted. Among other things, it is designed to maintain California's reputation as a "national and international leader on energy conservation and environmental stewardship." It will have wide-ranging effects on California businesses and lifestyles as well as far reaching effects on other states and countries. A unique aspect of AB 32, beyond its broad and wide-ranging mandatory provisions and dramatic GHG reductions are the short time frames within which it must be implemented. Major components of the AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate "early action" control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California's GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, from greater use of renewable

energy and from increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR now called the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e. company owned) and indirect sources (i.e. not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

Greenhouse Gas Emissions Significance Thresholds

In response to the requirements of SB97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became state laws as part of Title 14 of the California Code of Regulations in March, 2010. The CEQA Appendix G guidelines were modified to include GHG as a required analysis element. A project would have a potentially significant impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

Section 15064.4 of the Code specifies how significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. At each of these steps, the new GHG guidelines afford the lead agency with substantial flexibility.

Emissions identification may be quantitative, qualitative, or based on performance standards. The State CEQA Guidelines allow the lead agency to "select the model or methodology it considers most appropriate." The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod, as was used in the AQ Analysis.

The significance of those emissions then must be evaluated; the selection of a threshold of significance must take into consideration what level of GHG emissions would be cumulatively considerable. The guidelines are clear that they do not support a zero net emissions threshold. If the lead agency does not have sufficient expertise in evaluating GHG impacts, it may rely on thresholds adopted by an agency with greater expertise.

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO_2 equivalent/year. In September 2010, the Working Group released revisions, which recommended a threshold of 3,000 MT CO_2e for mixed-use projects. This 3,000 MT/year recommendation has been used as a guideline for the analysis of the proposed Project.

Construction Activity GHG Emissions

The build-out timetable for the proposed Project is estimated by CalEEMod to be less than 2 years. During Project construction, the CalEEMod 2013.2.2 computer model predicts that the construction activities will generate the annual CO2(e) emissions identified below.

Construction Emissions (Metric Tons $CO_2(e)$)

	$CO_2(e)$
Year 2014	363.0
Year 2015	6.9
Overall Total	**369.9**
Amortized	**12.3**

*CalEEMod Output provided in the Appendix of the 2013 AQ Analysis

SCAQMD GHG emissions policy from construction activities is to amortize emissions over a 30-year lifetime. The amortized level is also provided. GHG impacts from construction are considered individually less-than-significant. No additional mitigation is required.

Project Operational GHG Emissions

The input assumptions for operational GHG emissions calculations, and the GHG conversion from consumption to annual regional $CO_2(e)$ emissions are summarized in the CalEEMod 2013.2.2 output files found in the Appendix of the AQ Analysis.

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

Operational Emissions

Consumption Source	MT $CO_2(e)$ tons/year
Area Sources	0.003
Energy Utilization	962.1
Mobile Source	1297.8
Solid Waste Generation	27.6
Water Consumption	23.9
Annualized Construction	12.3
Total	**2,323.6**
Significance Threshold	3,000

Total annual Project GHG emissions are less than the proposed significance threshold of 3,000 MT. GHG emissions impacts for the proposed Project have been determined to be less than significant. No additional mitigation is required.

City of Lake Elsinore Climate Action Plan

A determination of Project consistency with GHG plans, programs and policies is often difficult because there are multiple governing jurisdictions with a wide array of implementation responsibilities. This process is somewhat streamlined in Lake Elsinore through the existence of a climate action plan (CAP), which was adopted in late 2011. The CAP incorporates all the applicable GHG plans, programs and policies. Project consistency with the CAP is presumptive evidence of consistency with all applicable state and local GHG emissions reduction requirements.

The City of Lake Elsinore CAP is a long-range plan to reduce community- wide greenhouse gas (GHG) emissions from activities within the City limits. The CAP is designed to establish GHG emissions reduction strategies and measures to reduce the City's proportionate share of emissions to meet the statewide targets identified in Assembly Bill (AB) 32 and Executive Order S-3-05.

The CAP is not intended to limit future development or economic growth within Lake Elsinore, nor is it intended to stop any individual project (as prescribed by the City's General Plan) from moving forward.

The CAP is a strategy for Lake Elsinore to grow in a sustainable way that meets GHG reduction targets.

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

The CAP Implementation Plan (CAP, Chapter 6.1) contains 38 separate measures. Only a few can be directly incorporated into a mixed-use project with any substantial GHG reduction benefit from the business-as-usual baseline. The relevant reduction strategies for the Project are listed in Mitigation Measure AQ-2 below that will make the Project consistent with the CAP and maintain Project impacts to a less than significant level. No additional mitigation is required.

MITIGATION MEASURES

AQ-1: Construction Emissions Mitigation

Construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds. Nevertheless, mitigation through enhanced dust control measures is recommended for use because of the non-attainment status of the air basin. Project mitigation measures include:

Fugitive Dust Control

- Suspend the use of all construction equipment during first-stage smog alerts.
- Apply soil stabilizers or moisten inactive disturbed areas.
- Prepare and implement a high wind dust control plan.
- Stabilize previously disturbed areas if subsequent construction is delayed.
- Apply water three times daily, or non-toxic soil stabilizers according to manufacturers' specifications, to all unpaved parking or staging areas, unpaved road surfaces, and active construction areas.
- Cover all stock piles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone.
- Cover all trucks hauling dirt, sand, or loose material or require all trucks to maintain at least two feet of freeboard.
- Sweep streets daily if visible soil material is carried out from the construction site.

Similarly, ozone precursor emissions (ROG and NOx) are calculated to be below SCAQMD CEQA thresholds. However, because of the regional non-attainment for photochemical smog, the use of reasonably available control measures for diesel exhaust is recommended. Combustion emissions control mitigation measures include:

Exhaust Emissions Control

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using Tier 3 or better heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

AQ-2: Relevant Reduction Strategies from the CAP Implementation Plan (CAP, Chapter 6.1):

Measure T-1.2	Provide pedestrian infrastructure within the development.
Measure T-1.4	Insure Project connectivity to any area wide bikeway networks.
Measure E-1.1	Provide 15-gallon umbrella-form trees within the landscaping.
Measure E-1.3	Construct new homes to exceed the California Energy Code requirements by 15% based on the 2008 Energy Efficiency standards as a baseline.
Measure E-4.2	Comply with any anticipated City Uniform Building Code requirements to reduce indoor water consumption by 30% from the existing default baseline.

With incorporation of these measures into Project design to the extent feasible, one may conclude that the proposed Project is consistent with applicable plans, policies and regulations adopted to reduce GHG emissions.

D. BIOLOGICAL RESOURCES

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

- "Significant Palm Identification Report," prepared by Manée Consulting, dated April 9, 2012;
- "Biological Resources and Jurisdictional Delineation for the Wake Rider Beach Resort Project, located in the City of Lake Elsinore," prepared by Hernandez Environmental Services, March 20, 2015. (Beach Resort Bio); and
- "Biological Resources and Jurisdictional Delineation for the Wake Rider Beach Park Project, located in the City of Lake Elsinore," prepared by Hernandez Environmental Services, March 20, 2015. (Beach Park Bio).

a-c) 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; 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; or, 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? Less Than Significant Impact With Mitigation Incorporation

Beach Resort

Overview

Permanent and temporary impacts will result from grading and construction activities. Temporary impacts will be limited by locating staging areas and construction access areas within the proposed areas of permanent impacts. Areas of temporary impact will be returned to pre-Project conditions following grading and construction activities.

Methodology

Prior to the site visit, the Project Biologist conducted a literature search and reviewed aerial photographs and topographic maps of the Beach Resort location and surrounding areas. Due to the urban development in the surrounding uses, a three-mile radius around the Beach Resort site was used to query the California Natural Diversity Database (CNDDB). In addition, the United States Fish and Wildlife Service (USFWS) County Endangered Species Lists and CNPS's rare plant lists were reviewed to obtain species information for the Beach Resort area. In addition, the Beach Resort location was reviewed and studied for information that would aid in determining the potential for wetlands; permanent, intermittent or ephemeral drainages; and the resources and Project impacts associated with the wetland, riparian, or streambed resources on-site.

Project plans, topographic maps and satellite imaging, soil maps and a Geographic Information System (Global Mapper) were examined to establish an accurate Project location, Project description, potential drainages, wetlands, vegetation, watershed, soils, and surrounding land uses.

On February 24, 2014, the Project Biologist examined the Beach Resort site to conduct a habitat assessment and determine the extent of waters of the United States and CDFW jurisdiction present on the site. During the site visit for the habitat assessment, the site was surveyed by slowly walking in a series of random transects to provide visual coverage. Vegetation and wildlife species observed were recorded as field observations were made. Habitat areas with the potential to be wetlands were evaluated for the presence of the three (3) parameters required to be identified as wetlands under the *Federal Manual for Identifying and Delineating*

Jurisdictional Wetlands (1987), and the *Arid West Interim Regional Supplement* to the 1987 Wetland Delineation. Signs of inundation, vegetation type changes, presence of water, and a definable bed were used to delineate the jurisdictional areas.

Results

The Beach Resort site consists of a lakefront site that has been filled on the southern portion of the site. Three habitat communities have been identified on the Beach Resort site: disturbed non-native vegetation dominant, disturbed black willow series dominant vegetation, and open water habitat (reference Figure 3 of the Beach Resort Bio, and the Table below).

Plant Communities - Beach Resort	
Plant Community	**Area**
Disturbed Non-Native	4.44
Disturbed Black Willow Series	0.16
Open Water	0.58
Total	**5.18**

The Beach Resort is predominately characterized as disturbed land dominated by non-native vegetation. Disturbed lands include areas that have been graded, repeatedly cleared for fire protection, or used for purposes that prevent natural revegetation, such as dirt parking lots and old home sites. The shoreline of Lake Elsinore (Lake) located within the northeastern portion of the property has been disturbed by regular disking and grazing. Plant species observed within the disturbed areas include rip-gut brome (*Bromus diandrus*), soft brome (*Bromus mollis*), red brome (*Bromus madritensis rubens*), Bermuda grass (*Cyanodon dactylon),* wild oat (*Avena fatua*), foxtail barley (*Hordeum murinum*), filaree (*Erodium cicutarium*), short-pod mustard (*Hirschfeldia incana*), fiddleneck (*Amsinckia menziesii*), horseweed (*Conyza canadensis*), yellow sweet clover (*Melilotus officinalis*), western ragweed (*Ambrosia psilostachya*), black willow (*Salix gooddingii*) sprigs, mule fat (*Baccharis salicifolia*) sprigs, and salt cedar (*Tamarix ramosissima).*

Black willow series vegetation occurs in small patches along the northwest property boundary. Plant species observed include black willow (*Salix gooddingii*) and mule fat (*Baccharis salicifolia*). The black willow series vegetation has been extensively disturbed.

Open water habitat is present at the northeast end of the property. The amount of open water present varies with the water level in the Lake.

The CNDDB indicated that two (2) sensitive species, the western snowy plover (*Charadrius alexandrinus nivosus*) and least Bell's vireo (*Vireo bellii pusillus*) have been reported in the vicinity of the Beach Resort site. During the site visit, the property was evaluated to determine if these species or suitable habitat for these species may be present on, or adjacent to, the Beach Resort site. Suitable nesting habitat for the western snowy plover is not available in the vicinity of the Beach Resort site. Western snowy plovers are likely to occur only as accidental visitors during migration. The proposed Project will not adversely affect the western snowy plover. No suitable habitat for least Bell's vireo is located within the Beach Resort site. The patches of black willow series habitat located along the northwestern property boundary is too disturbed to provide adequate habitat for this species. The proposed Project will not adversely affect the least Bell's vireo.

During the Project Biologist's site visit, the water level in the Lake was approximately 1251-feet above mean sea level (amsl). The area between the toe of the fill (1256-feet amsl) and the waterline is predominantly wetland. The ordinary high water mark (OHWM) for the Lake is located at 1,255-feet amsl. This is the Lake

elevation when the Lake flow leaves the lake and enters the Temescal watershed.

The extent of waters of the U.S. (WUS), Corps and Regional Board jurisdiction, was determined by the highest point the lake can reach before the water level starts to spill into the Temescal watershed. This point has been identified at a Lake elevation of 1,255 feet amsl. WUS totals approximately 1.73 acres (reference Figure 4 of the Beach Resort Bio, and the Table below). The extent of CDFW jurisdiction was determined by identifying the bed, bank or channel of the lake and the drip line of any associated riparian vegetation. The 1,255-foot amsl point was determined to be the top of the bank for the lake. California Department of Fish and Wildlife jurisdiction totals approximately 1.73 acres and includes 0.58 acre of open water, 0.16 acre of black willow series habitat, and 0.99 acre of disturbed non-native habitat (reference Figure 5 of the Beach Resort Bio, and the Table below).

Jurisdictional Areas – Beach Resort			
Wetland	**Acres**	**WUS**	**CDFW**
Open water	0.58	0.58	0.58
Disturbed Non-Native	0.99	0.99	0.99
Black Willow Series Habitat	0.16	0.16	0.16
Total	**1.73**	**1.73**	**1.73**

Project Impacts

Habitat

The proposed Beach Resort Project would permanently impact approximately 3.16 acres of disturbed non-native vegetation dominant lands. In addition, approximately 0.01 acre of disturbed non-native vegetation will be temporarily impacted. Total impacts from the proposed Project will be 3.17 acres of disturbed non-native vegetation dominant habitat (reference Figure 3 of the Beach Resort Bio). All black willow series habitat and open water habitat will be avoided.

Jurisdictional Waters

Construction of the beach access road and the placement of the floating dock will result in approximately 0.05 acre of permanent impacts and approximately 0.01 acre of temporary impacts to Corps and Regional Board jurisdictional WUS and CDFW jurisdiction (reference Figures 4 and 5 of the Beach Resort Bio). CDFW jurisdictional areas to be permanently impacted include 0.05 acre of disturbed non-native habitat. Construction of the proposed beach access road would also result in approximately 0.01 acre of temporary impacts to disturbed non-native habitat.

Beach Park

Overview

Permanent and temporary impacts will result from grading and construction activities. Temporary impacts will be limited by locating staging areas and construction access areas within the proposed areas of permanent impacts. Areas of temporary impact will be returned to pre-Project conditions following grading and construction activities.

Methodology

Prior to the site visit, the Project Biologist conducted a literature search and reviewed aerial photographs and topographic maps of the Beach Park location and surrounding areas. Due to the urban development in the surrounding uses, a three-mile radius around the Beach Park site was used to query the California Natural

Diversity Database (CNDDB). In addition, the United States Fish and Wildlife Service (USFWS) County Endangered Species Lists and CNPS's rare plant lists were reviewed to obtain species information for the Beach Park area. In addition, the Beach Park location was reviewed and studied for information that would aid in determining the potential for wetlands; permanent, intermittent or ephemeral drainages; and the resources and Project impacts associated with the wetland, riparian, or streambed resources on-site.

Project plans, topographic maps and satellite imaging, soil maps and a Geographic Information System (Global Mapper) were examined to establish an accurate Project location, Project description, potential drainages, wetlands, vegetation, watershed, soils, and surrounding land uses.

On February 24, 2014, the Project Biologist examined the Beach Park site to conduct a habitat assessment and determine the extent of waters of the United States and CDFW jurisdiction present on the Beach Park site. During the site visit for the habitat assessment, the site was surveyed by slowly walking in a series of random transects to provide visual coverage. Vegetation and wildlife species observed were recorded as field observations were made. Habitat areas with the potential to be wetlands were evaluated for the presence of the three (3) parameters required to be identified as wetlands under the *Federal Manual for Identifying and Delineating Jurisdictional Wetlands (1987)*, and the *Arid West Interim Regional Supplement* to the 1987 Wetland Delineation. Signs of inundation, vegetation type changes, presence of water, and a definable bed were used to delineate the jurisdictional areas.

Results

The Beach Park site consists of a lakefront site that has been previously filled and physically altered by human activity. The Beach Park site slopes from Mark Avenue on the southwest northeast to the shore of the Lake. The Beach Park site drains to the northeast into the Lake.

Soils associated with the proposed Beach Park site include:

- Grangeville fine sandy loam, drained, 0 to 2 percent slopes
- Grangeville fine sandy loam, drained, 5 to 15 percent slopes
- Grangeville fine sandy loam, drained, saline-alkaline, 0 to 5 percent slopes
- Hanford sandy loam, 2 to 9 percent slopes

The soils occurring on the Beach Park site are not listed as hydric soils by the Natural Resource Conservation Service (NRCS 2012).

Four (4) habitat communities have been identified on the Beach Park site: disturbed non-native habitat, black willow series habitat, unvegetated sandy habitat, and open water (reference Figure 3 of the Beach Park Bio, and the Table below).

Plant Communities – Beach Park	
Plant Community	**Area**
Disturbed Non-native	1.51
Black Willow Series Habitat	0.03
Unvegetated Sandy Habitat	0.71
Open Water	1.01
Total	**3.26**

Disturbed lands include areas that have been repeatedly disturbed by disking. The plant community within the disturbed areas consists of non-native invasive species.

Black willow series habitat is located along the northwestern boundary of the Beach Park site. This habitat consists of a small strand of black willow (*Salix gooddingii*) and mulefat (*Baccharis salicifolia*) located along a fence line on the northwest boundary.

Open water is present at the northeast end of the Beach Park site. The disturbed beach areas on the site are unvegetated sandy areas. Much of the plant material along the area identified as a beach has been destroyed by clearing and disking. The present area of beach/unconsolidated shoreline varies with the water level in the Lake.

The CNDDB indicated that two (2) sensitive species, the western snowy plover (*Charadrius alexandrinus nivosus*) and least Bell's vireo (*Vireo bellii pusillus*) have been reported in the vicinity of the Beach Park site. During the Project Biologist's site visit, the property was evaluated to determine if these species or suitable habitat for these species may be present on, or adjacent to, the Beach Park site. Suitable nesting habitat for the western snowy plover is not available in the vicinity of the Beach Park site. Western snowy plovers are likely to occur only as accidental visitors during migration. The proposed Project will not adversely affect the western snowy plover. No suitable habitat for least Bell's vireo is located within the Beach Park site. The strand of black willow series habitat located along the northwestern property boundary is too disturbed to provide adequate habitat for this species. The proposed Project will not adversely affect the least Bell's vireo.

During the Project Biologist's site visit, the water level in the Lake was approximately 1251-feet amsl. The area between the toe of the fill (1256-feet amsl) and the waterline is predominantly wetland. The ordinary high water mark (OHWM) for the Lake is located at 1,255-feet amsl. This is the Lake elevation when the Lake flow leaves the Lake and enters the Temescal watershed.

The extent of waters of the U.S. (WUS), Corps and Regional Board jurisdiction, was determined by the highest point the Lake can reach before the water level starts to spill into the Temescal watershed. This point has been identified at a Lake elevation of 1,255 feet amsl. WUS totals approximately 1.72 acres (reference Figure 4 of the Beach Park Bio and the Table below). The extent of California Department of Fish and Wildlife jurisdiction was determined by identifying the bed, bank or channel of the lake and the drip line of any associated riparian vegetation. The 1,255-foot amsl point was determined to be the top of the bank for the Lake. California Department of Fish and Wildlife jurisdiction totals approximately 1.72 acres and includes 1.01 acres of open water, 0.03 acres of black willow series habitat, and 0.68 acres of sandy unvegetated habitat (reference Figure 5 of the Beach Park Bio, and the Table below).

Jurisdictional Areas – Beach Park

Wetland	**Acres**	**WUS**	**CDFW**
Open water	1.01	1.01	1.01
Unvegetated Sandy Habitat	0.68	0.68	0.68
Black Willow Series Habitat	0.03	0.03	0.03
Total	**1.72**	**1.72**	**1.72**

Project Impacts

Habitat

The proposed Beach Park Project would permanently impact approximately 1.44 acres of disturbed non-native habitat, 0.15 acre of unvegetated sandy habitat, and 0.08 acre of open water habitat. In addition, the Project would temporarily impact approximately 0.03 acres of unvegetated sandy habitat and 0.07 acre of disturbed

non-native habitat. Total impacts from the proposed Project will be 1.51 acres of disturbed non-native vegetation dominant habitat, 0.18 acre of unvegetated sandy habitat, and 0.08 acre of open water habitat (reference Figure 3 of the Beach Park Bio). All black willow series habitat will be avoided.

Jurisdictional Waters

Construction of the boat launch ramp and the placement of the floating dock will result in approximately 0.23 acre of permanent impacts and approximately 0.02 acre of temporary impacts to Corps and Regional Board jurisdictional WUS and CDFW jurisdiction (reference Figures 4 and 5 of the Beach Park Bio). CDFW jurisdictional areas to be permanently impacted include 0.08 acre of open water and 0.15 acre of unvegetated sandy habitat. Construction of the proposed boat launch ramp would result in approximately 0.02 acre of temporary impacts to unvegetated sandy habitat.

In order to mitigate any Project impacts, the applicant will need to acquire the necessary permits, which will include the appropriate mitigation required, from the appropriate regulatory agencies, which may include the Regional Water Quality Control Board (RQWCB), U.S Army Corps of Engineers (ACOE) and the California Department of Fish and Game (CDFG). With incorporation of Mitigation Measure BIO-2, and adherence to the requirements mandated of the regulatory agencies, any Project impacts will be reduced to a less than significant level. No additional mitigation is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? Less Than Significant Impact with Mitigation Incorporation

The Project will not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. It is not anticipated that the improvements to the shoreline area of the Project would result in a less than significant impact that would restrict, impair, or block this linkage through this segment of shoreline. These impacts are considered less than significant, and no mitigation measures are required.

The Project sites contains habitat for migratory nesting birds and raptors within the black willow series vegetation located along the northwestern Project boundary. Mitigation Measure BIO-3 has been added to address if vegetation removal or ground-disturbing activities will occur between February 1 and August 31. Any impacts will be reduced to a less than significant level with the incorporation of mitigation.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? Less Than Significant Impact with Mitigation Incorporation

Beach Resort

The City of Lake Elsinore has determined that several species of palms are important to maintaining the character of the local community and at protecting the local environment. According to the provisions of Ordinance 1044, no Significant Palm may be removed or relocated without a permit from the Director of Community Services. Significant Palms are defined as any palm taller than five feet in height (as measured from the ground to the base of crown) for the following species: California Date Palm (*washingtonia filifara*), Canary Island Date Palm (*phoenix canariensis*), Mediterranean Fan Palm (*chamaerops humilis)*, Pindo Palm (*butia capitata*), Pygmy Palm (*phoenix roebelenii*), Senegal Date Palm *(phoenix reclinata*), and Windmill Palm (*trachycarpus fortunei*).

According to the Significant Palm ID Report, the Beach Resort site has 8 palms growing on the site for at least 20+ years. Seven of the palms are Queen Palms; these are not listed as "Significant Palms" as listed in the City of Lake Elsinore's Municipal Code Section 5.116 (Ordinance 1044). The one listed Significant Palm is a California Fan Palm (Washingtonia *filifera*). This palm is healthy and is about 20+ years old. It is about 23 feet

tall and about 2.7 feet in diameter at 3 feet from ground. To ensure compliance with the Ordinance, the applicant shall be required to obtain approval from the Director of Community Services to relocate or replace the palm. According to the Community Services Department, if relocation on-site is not feasible, the City may be able to assist in finding an appropriate location for significant palms elsewhere in the community. Compliance with Ordinance 1044 is incorporated into Mitigation Measure BIO-1. Compliance with the requirements of Ordinance 1044 address the City's concerns with palm trees within the community and will reduce any impacts to a less than significant level. As a result, no significant impacts are anticipated and no additional mitigation measures are required.

Beach Park

There are no Significant Palms located on the Beach Park site. No impacts are anticipated. No mitigation is required.

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

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

According to the County, the Project is not located with the area of the Stephens Kangaroo Rat Habitat Conservation Area. As a result, the requirements of the Stephens Kangaroo Rat Habitat Conservation Plan do not apply to this Project.

On June 22, 2004, the U.S. Fish and Wildlife Service (USFWS) issued the Section 10(a)(1)(B) permit, and the California Department of Fish and Game (CDFG) issued the Natural Community Conservation Plan permit, collectively referred to as the "Permit." These Permits provide take authorization for those species listed as threatened or endangered and identified in the permits as Covered Species Adequately Conserved. The City of Lake Elsinore is a participating entity and Permittee of the MSHCP. In accordance with the MSHCP, the Project was also reviewed for consistency with the following supplemental policy areas.

- Section 6.1.1 – Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (In Lake Elsinore, this process is referred to as the Lake Elsinore Acquisition Process, or LEAP)
- Section 6.1.2 – Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools
- Section 6.1.3 – Sensitive Plant Species
- Section 6.1.4 – Guidelines Pertaining to the Urban/Wildlands Interface
- Section 6.3.2 – Additional Survey Needs and Procedures
- Section 8.5.1 – Local Development Impact Fees

The results of this consistency analysis are described below.

Section 6.1.1 – Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (In Lake Elsinore, this process is referred to as the Lake Elsinore Acquisition Process, or LEAP)

The MSHCP establishes Criteria Area cells to facilitate the process by which properties are evaluated for inclusion within the MSHCP Conservation Reserve System. The Criteria Area is an analytical tool which assists in determining which properties may need to be acquired and conserved under the MSHCP. The

process for evaluating the conservation needs for individual projects are described in Section 6.1.1, the Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS). The equivalent process in the City is known as the LEAP. According to the information provided by the Riverside County Integrated Plan Conservation Summary Report Generator, the Project sites are not located within an acquisition Criteria Area as identified in the MSHCP and is not required to participate in the LEAP. As a result, the Project is consistent with these provisions of the MSHCP.

Section 6.1.2 – Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

Beach Resort

The Beach Resort site is located along the shoreline of Lake Elsinore. The shoreline of the lake located within the northeastern portion of the property has been disturbed by regular disking and grazing. Open water habitat is present at the northeast end of the property. Riparian habitat found within the Project site consists of patches of black willow (*Salix gooddingii*) and mulefat (*Baccharis salicifolia*) located along the northwestern Project boundary. All black willow series habitat and open water habitat will be avoided.

No depressions or areas where water would pool were observed within the Beach Resort site. No vernal pools occur on the Beach Resort site and there is no suitable habitat for fairy shrimp to occur. Further, none of the riparian/riverine species listed in Section 6.1.2 of the MSHCP or habitat for these species were found within the Beach Resort site.

Approximately 0.06 acres of disturbed non-native vegetation habitat associated with the lake will be impacted. This habitat is considered a riparian/riverine area, as defined by Section 6.1.2 of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP), Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, which defines riparian/riverine areas as "… lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens which occur close to or depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year" (MSHCP 2003). Although the Project would result in impacts to Riparian/Riverine Areas, as defined by the MSHCP, the disturbed, non-native habitat to be impacted does not provide suitable habitat for covered species. No further surveys are required.

Beach Park

The Beach Park site is located along the shoreline of Lake Elsinore. The site contains unconsolidated beach or shoreline and open water habitat at the northeastern end of the property. The disturbed beach areas on the site are unvegetated sandy areas. Habitat within these areas has been destroyed by regular disking and mowing. Riparian habitat found within the Beach Park site consists of a strand of black willow (*Salix gooddingii*) and mulefat (*Baccharis salicifolia*) located along a fence line on the northwest boundary. All black willow series habitat will be avoided.

No depressions or areas where water would pool were observed within the Beach Park site. No vernal pools occur on the Beach Park site and there is no suitable habitat for fairy shrimp to occur. Further, none of the riparian/riverine species listed in Section 6.1.2 of the MSHCP or habitat for these species were found within the Beach Park site.

Impacts to 0.08 acres of open water would occur due to the construction of the boat launch ramp and the placement of the floating dock. This habitat is considered a riparian/riverine area, as defined by Section 6.1.2 of the MSHCP, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, which defines riparian/riverine areas as "…lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens which occur close to or depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year" (MSHCP 2003). Although the Project would result in impacts to Riparian/Riverine Areas, as defined by the MSHCP, the open

water habitat to be impacted does not provide suitable habitat for covered species. No further surveys are required.

Section 6.1.3 – Sensitive Plant Species

Beach Resort

The Beach Resort site is not within the MSHCP Narrow Endemic Plant Species (NEPS) or Criteria Area Species (CAS) survey areas. There were no rare plants found within the Beach Resort site, and there is no suitable habitat for rare plants.

Beach Park

The Beach Park site is not within the MSHCP Narrow Endemic Plant Species (NEPS) or Criteria Area Species (CAS) survey areas. There were no rare plants found within the Beach Park site, and there is no suitable habitat for rare plants.

Section 6.1.4 - Urban/Wildlands Interface Guidelines

Beach Resort

According to the MSHCP, the Urban/Wildlands Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. The Beach Resort site is not within the vicinity of a conservation area and the Urban/Wildlife Interface Guidelines are not applicable.

Beach Park

According to the MSHCP, the Urban/Wildlands Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. The Beach Park site is not within the vicinity of a conservation area and the Urban/Wildlife Interface Guidelines are not applicable.

Section 6.3.2 – Additional Survey Needs and Procedures

Beach Resort

The MSHCP establishes habitat assessment requirements for certain species of plants, birds, mammals, and amphibians. The Beach Resort is not within an MSHCP species survey area.

Beach Park

The MSHCP establishes habitat assessment requirements for certain species of plants, birds, mammals, and amphibians. The Beach Park is not within an MSHCP species survey area.

Section 8.5.1 – Local Development Impact Fees

Beach Resort & Beach Park

The City is required to collect local development impact fees for all projects within the MSHCP area. As such, the applicant will be required to pay these fees as mitigation for impacts to species and habitat covered under the MSHCP. With the payment of these fees, the Project is consistent with this section of the MSHCP. Payment of these standard fees are not considered unique mitigation under CEQA.

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

Based upon the information provided, the Project implements and is consistent with the requirements of the MSHCP, the Stephens Kangaroo Rat HCP, and the mitigation measures identified in this IS/MND will mitigate any Project impacts. As a result, no impacts are anticipated.

MITIGATION MEASURES

BIO-1 Prior to issuance of a grading permit, the developer shall obtain a permit from the Director of Community Services to replace or relocate the one (1) California Date Palm affected by the Project. Any relocation or replacement shall be subject to the approval of the Director of Community Services.

BIO-2 Prior to any disturbance below the 1255 amsl mark of jurisdictional areas, the applicant shall acquire the necessary permits, which will include the appropriate mitigation, from the appropriate regulatory agencies, which may include the Regional Water Quality Control Board (RQWCB), U.S Army Corps of Engineers (ACOE and the California Department of Fish and Game (CDFG).

BIO-3 The removal of trees and vegetation shall be prohibited during the migratory bird nesting season (February 1 through September 15), unless a migratory bird nesting survey is completed in accordance with the following requirements:

a) A migratory nesting bird survey of all trees to be removed shall be conducted by a qualified biologist within three (3) days prior to initiating vegetation clearing. The migratory nesting bird survey shall be conducted by a qualified biologist within three (3) days prior to initiating tree removal or vegetation clearing within 500 feet of a mature tree.

b) A copy of the migratory nesting bird survey results report shall be provided to the City Planning Division. If the survey identifies the presence of active nests, then the qualified biologist shall provide the City Planning Division with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the City Planning Division and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and City Planning Division verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.

E. CULTURAL RESOURCES

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

- "Historical/Archeological Resources Survey Report" prepared by CRM TECH, January 28, 2008 (2008 Beach Resort Historical/Archeological Report);
- "Letter to Gary Daugherty, A.I.A from CRM TECH, dated November 11, 2010, regarding Historical/Archaeological Resources Survey Report Assessor's Parcel No. 381-030-005, City of Lake Elsinore, Riverside County, California" (2010 Beach Resort Letter);
- "Historical/Archeological Resources Survey Report, Wakerider II Beach Park Project" prepared by CRM Tech., August 15, 2013 (2013 Beach Park HAR); and
- "Paleontological Resources Assessment Report, Wakerider II Beach Park Project, City of Lake Elsinore, Riverside County, California," prepared by CRM TECH, August 15, 2013 (Beach Park Paleo Report).

The 2008 Beach Resort Historical/Archeological Report was originally prepared for the Beach Resort Project component. Subsequent to the 2008 Beach Resort Historical/Archeological Report, a 2010 Beach Resort Letter was prepared. The 2010 Beach Resort Letter contains the following language:

"This letter certifies that the methods, analysis, recommendations, and conclusions contained within CRM TECH's 2008 report regarding cultural resources remain valid for the Project area covered in our report (APN 381-030-005). In the past 2+ years that have passed since we conducted our investigation, archaeological methods have not changed much. In addition, the landform and the fact that disturbances to the parcel had occurred prior to our 2007-2008 study indicate no new cultural resources would be expected on the surface of the property. Therefore, I am confident that the results of the study would not change and that a new Phase 1 cultural resource study is not necessary for the property at this time."

Because there are two (2) separate parcels, with their own specific historical/archaeological resource issues, each of the Initial Study questions will contain a separate discussion of both the Beach Resort and the Beach Park components of the proposed Project.

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? No Impact

Beach Resort

The Beach Resort Project component will not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, *Determining the Significance of Impacts to Archaeological and Historical Resources*, of the State CEQA Guidelines. According to the 2008 Beach Resort Historical/Archeological Report, no evidence of historic or prehistoric cultural resources were found to exist on the Beach Resort site. The records search performed by University of California, Riverside offered the same results. There are a number of identified historic resources in the area consisting of a variety of buildings constructed between 1873 and 1941. Since no historic structures are located on the site or adjacent to the site, no significant impacts to historic resources are anticipated and no additional mitigation measures are required.

Beach Park

According to the 2013 Beach Park HAR, based on historic maps consulted for this study, the Beach Park area apparently remained unsettled and undeveloped throughout the historic period. The most notable aspect of the history of this location, as revealed by the historic maps, is the dramatic changes in the configuration of the shoreline of Lake Elsinore since the late 19th century. In 1897-1898, the entire Beach Park area was evidently under water. Forty years later, the shoreline and Beach Park area resembled more closely the present-day

configuration, with the terrestrial portion of the Beach Park area vacant.

In 1951, the Beach Park area was found to be entirely above the normal water line of the lake, which was then a few hundred feet away from the northeastern Beach Park boundary, and the land remained vacant despite the presence of nearby developments. Given the Beach Park location directly on the lakeshore and the fluctuation of the shoreline over the past century, it is unlikely for any settlement or land development activity to have occurred at this location, and the historic maps reveal no evidence of such activities within the Beach Park boundaries. Therefore, the Beach Park area appears to be relatively low in sensitivity for cultural resources from the historic period. No impacts are anticipated. No mitigation is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? Less Than Significant Impact With Mitigation Incorporation

Beach Resort

The Beach Resort Project component will not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5, *Determining the Significance of Impacts to Archaeological and Historical Resources*, of the State CEQA Guidelines. According to the 2008 Beach Resort Historical/Archeological Report, no evidence of historic or prehistoric cultural resources were found to exist on the Beach Resort site. The records search performed by University of California, Riverside offered the same results. However, because a number of archaeological resource sites have been identified within one-mile of the Beach Resort site, there is the potential for the unanticipated discovery of these resources. Since these resources are known to exist in the general area, the mitigation measures listed in this Section (CUL-1 through CUL-6) will insure that any unanticipated discovery will not have a significant impact on archeological resources. With the implementation of these mitigation measures, any impacts are expected to be reduced to a less than significant level.

Beach Park

Overview:

The purpose of the 2013 Beach Park HAR is to provide the City of Lake Elsinore with the necessary information and analysis to determine whether implementation of the Beach Park Project component would cause substantial adverse changes to any "historical resources," as defined by CEQA, that may exist in or around the Project area. In order to identify such resources, the Project archaeologist conducted a historical/archaeological resources records search, pursued historical background research, contacted Native American representatives, and carried out an intensive-level field survey.

Please refer to the 2013 Beach Park HAR for a detailed discussion of the following:

- Setting
  - Current Natural Setting
  - Cultural Setting
    - Prehistoric Context
    - Ethnohistoric Context
    - Historic Context
- Research Methods
  - Records Search
  - Historical Research
  - Native American Participation
  - Field Survey

The following is details the discussion, and the conclusions and recommendations from the 2013 Beach Resort HAR:

Discussion

Based on the research results discussed above, the following sections present Project archaeologist's conclusion on whether Site 33-004045, the only archaeological resource encountered within the Project area, meets the official definitions of a "historical resource," as provided in the California Public Resources Code, in particular CEQA.

Definition

According to PRC §5020.1(j), "'historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California." More specifically, the State CEQA Guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency (Section 15064.5(a)(1)-(3), *Determining the Significance of Impacts to Archaeological and Historical Resources*, of the State CEQA Guidelines).

Regarding the proper criteria of historical significance, the State CEQA Guidelines mandate that "a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Section 15064.5(a)(3), *Determining the Significance of Impacts to Archaeological and Historical Resources*, of the State CEQA Guidelines). A resource may be listed in the California Register if it meets any of the following criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
(2) Is associated with the lives of persons important in our past.
(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
(4) Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

Site Evaluation

In summary, Site 33-004045, a prehistoric habitation site located partially within the Project boundaries, was first recorded in 1990 and was subsequently investigated further with archaeological tested excavations in 1992. The site contains chipped-stone and groundstone artifacts, fire-affected rock, faunal remains, and midden soil. According to the results of the 1992 archaeological testing program, the cultural deposits at the site represent two temporal complexes of occupation: the more recent San Luis Rey Complex, and the Pauma Complex that dates to the early archaic period, at least 6,000-8,000 years before present.

As a result of the 1992 study, Site 33-004045 was found to be significant in local and regional prehistoric archaeology, and was thus determined eligible for listing in the National Register of Historic Places (Hampson 1992:141). In light of the site's demonstrated potential to yield important archaeological data, in particular due to the antiquity of its earliest components, CRM TECH concurs with that conclusion, and determines that Site 33-004045 is eligible for the California Register of Historical Resources under Criterion 4. Therefore, Site 33-004045 meets CEQA's definition of a "historical resource."

Conclusions and Recommendations

As currently proposed, the Beach Park Project component may potentially cause a substantial adverse change in the significance and integrity of Site 33-004045, which will constitute "a significant effect on the environment" under CEQA provisions.

In order to prevent, avoid, or mitigate such impacts, the 2013 Beach Park HAR recommended the following alternatives to the Project proponent and the City of Lake Elsinore:

- *Alternative 1*: If feasible, Project plans should be adjusted to avoid intrusive impacts on Site 33-004045, so that the subsurface archaeological deposits at this "historical resource," and the archaeological data contained therein, may be preserved *in situ*.
- *Alternative 2*: If Project plans cannot be adjusted to avoid the geographic extent of Site 33-004045, *in situ* preservation of the portion of Site 33-004045 within the Project area may be achieved by "capping," namely the importation of fill dirt to cover the archaeological remains to a minimum depth of 3-4 feet. The Project could then proceed as planned as long as the construction activities do not require excavations into the cultural material.
- *Alternative 3*: If *in situ* preservation is deemed unfeasible and physical impacts on Site 33-004045 cannot be avoided, the adverse effect should be mitigated through the implementation of an archaeological data recovery program on the portion of the site that will be impacted. The data recovery program should include systematic excavations to salvage as much archaeological data as possible for further analysis and interpretation. The results of these investigations should be documented in a data recovery report, and the artifact assemblage should be permanently curated at an appropriate facility. While not considered desirable by the local Native American community, the data recovery program will fulfill the mitigation requirement of CEQA on this "historical resource."

If any of the three alternatives presented above is incorporated into development plans, the Project Archaeologist recommends to the City of Lake Elsinore a finding that the proposed Project's potential effect on Site 33-004045 will have been prevented, avoided, or mitigated to a level less than significant.

Accordingly, the Project may then be cleared to proceed in compliance with CEQA provisions on cultural resources.

However, due to the demonstrated high sensitivity of the Project location for buried prehistoric cultural deposits, archaeological monitoring will be necessary during all earth-moving activities within the Project boundaries.

The Project applicant has met with the Pechanga Band of Luiseño Indians to discuss the Project, potential Project impacts, avoidance methods and potential mitigation. The Project plans have been modified to avoid intrusive impacts to the greatest extent feasible. In addition to Mitigation Measures CUL-1 through CUL-6, Mitigation Measure CUL-7 has been added to address the concerns raised by the Pechanga Tribe. With the incorporation of these Mitigation Measures, Project impacts will remain less than significant. No additional mitigation is required.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? <u>No Impact/Less Than Significant Impact with Mitigation Incorporation</u>

<u>Geologic Setting - Beach Resort & Beach Park</u>

The Project areas are located within the Peninsular Ranges Province (Jenkins 1980:40-41; Harms 1996:130), originally defined by Blake (1857:137-138) as the highlands area that separates the Colorado Desert and Gulf of California from the Pacific Ocean. This province consists of a well-defined geologic and physiographic unit occupying the southwest portion of California (Jahns 1954:29; Harms 1996:130), bounded on the east by the

Colorado Desert Province and the Gulf of California, on the north by the Transverse Ranges Province, and on the west by the Pacific Ocean (Jenkins 1989:40-41). The Peninsular Ranges Province is composed mainly of Cretaceous-age intrusive rocks and pre-Cretaceous metasedimentary rocks (Jahns 1954:29). The general topography of the province is one of a series of northwest-southeast trending high areas separated by intermountain longitudinal valleys that are for the most part fault-controlled (*ibid.*).

The Elsinore Trough, in which the Project areas are situated, is a topographic low that extends from Corona on the northwest to Wolf Valley on the southeast (Kennedy 1977:2), resulting from movement along the Elsinore Fault System (Engel 1959:14-15). The low point of the trough is occupied by Lake Elsinore (*ibid.*). This trough is located at the structural boundary separating the Perris Block from the Santa Ana Mountains (English 1926). Based on studies of the Perris Block, the topographically low valley areas have been filled with nonmarine sedimentary rocks ranging in age from Pliocene to Recent (Woodford et al. 1971:3421).

Current Natural Setting - Beach Resort & Beach Park

The Project areas are located on the western shore of Lake Elsinore, one of the few natural lakes in southern California, and the largest among them. During historic and prehistoric times, this relatively reliable body of freshwater would have presented an important resource for human exploitation. Over the past few decades, various flood-control projects have been implemented on the lake to maintain a consistent water level. As a result, the natural environment around the lake has been significantly altered from the native state. Today, Lake Elsinore is used mainly for recreational purposes.

Analysis - Beach Resort

According to Figure 3.2-3, *Paleontological Resources*, of the General Plan EIR, there is a low probability for any known unique paleontological resources on-site. Per the 2008 Beach Resort Historical/Archeological Report, no evidence of prehistoric cultural resources were found to exist on the Project site. In addition, the geotechnical report prepared for the Project did not identify any fossiliferous soil stratum beneath the ground surface. The lack of identified paleontological sites and the lack of fossiliferous soil strata beneath the site indicate that these types of resources will probably not occur. As a result, no impacts are anticipated and no additional mitigation measures are required.

Analysis - Beach Park

Please refer to the Beach Park Paleo Report for a detailed discussion of the following:

- Paleontological Resources
  - Definition
  - Significance Criteria
  - Paleontological Sensitivity
- Environmental Setting
  - Geologic Setting
  - Current Natural Setting
- Methods and Procedures
  - Records Searches
  - Literature Review
  - Field Survey
- Results and Findings
  - Records Searches
  - Literature Review
  - Field Survey

The following is details the discussion, conclusions and recommendations from the Beach Resort Paleo Report:

Discussion, Conclusions and Recommendations

The results of the Paleo Report indicated that surface sediments within the Project area are of Holocene (Recent) age. These Holocene-age surficial sediments have a low potential for containing significant vertebrate fossil remains. However, the surface deposits can be a veneer resting directly on top of sedimentary rocks of Pleistocene age or older, which are assigned a high potential for important, nonrenewable vertebrate fossils. Any excavation or other ground-disturbing activities in these older sediments, therefore, will require paleontological monitoring to ensure that no important, nonrenewable vertebrate fossils are adversely affected. Based on these findings, all earth-moving operations reaching beyond the depth of three feet, or at lesser depths, and should undisturbed fossiliferous soils be encountered sooner, monitored shall be required for paleontological resources. Mitigation Measure CUL-8 has been included, requiring the development and implementation of a paleontological resource impact mitigation program, prior to any ground disturbing activity, to prevent adverse effects on important, nonrenewable vertebrate fossils, or to reduce such effects to a level less than significant. No additional mitigation is required.

d) Disturb any human remains, including those interred outside of formal cemeteries? Less Than Significant Impact With Mitigation Incorporation

Beach Resort

According to the 2008 Beach Resort Historical/Archeological Report, the site has never been used to bury human remains. Consequently, development of this Project is not expected to disturb any human remains, including those interred outside of formal cemeteries. If during Project grading any human remains are discovered, the provisions of Mitigation Measure CUL-2 are expected to mitigate any impacts. With the mitigation measures listed for this Section, any impacts will be reduced to a less than significant.

Beach Park

Please reference the discussion in E.b., above. With the incorporation of mitigation, impacts will remain less than significant. No additional mitigation is required.

e) Cause a substantial adverse change in the significance of a tribal cultural resources as defined in Public Resources Code 21074? Less Than Significant Impact With Mitigation Incorporation

Beach Resort & Beach Park

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

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

significance."

A Notice of Availability and Intent to Adopt a Mitigated Negative Declaration was circulated from December 13, 2012 to Monday, January 14, 2013 for the Beach Resort component of the Project (Commercial Design Review (CDR 2011-03); Conditional Use Permit (CUP 2011-03); Tentative Parcel Map (TPM 35869); and Zone Change (ZC 2011-01)). This was a prior project only encompassing the Beach Resort Project component. A total of four (4) comment letters were received during the comment period. One of the comment letters was submitted by Anna Hoover, Pechanga Cultural Resources Temecula Band of Luiseño Mission Indians, dated January 9, 2013.

After the comment period closed, the applicant decided to include the Beach Park (Conditional Use Permit (CUP 2012-06 & CDR 2016-03) as a Project component. As a result, a new Initial Study has been prepared, encompassing both the Beach Resort and the Beach Park. The comments received from the prior circulation of the Initial Study have been addressed through incorporation into this Initial Study. Technical studies have either been revised and supplemented as needed, or, where new studies were required, have been prepared.

In addition, the Project applicant has met with the Pechanga Band of Luiseño Indians to discuss the Project, potential Project impacts, avoidance methods and potential mitigation. The Project plans have been modified to avoid intrusive impacts to the greatest extent feasible. In addition to Mitigation Measures CUL-1 through CUL-6, Mitigation Measure CUL-7 has been added to address the concerns raised by the Pechanga Tribe. With the incorporation of these Mitigation Measures, Project impacts will remain less than significant. No additional mitigation is required.

Based on this information, the City concludes that this prior consultation, as well as the circulation of a portion of current environmental document, along with the proposed mitigation measures, will ensure that there will not be a substantial adverse change in the significance of a tribal cultural resources as defined in Public Resources Code 21074.

Please reference the discussion in E.b., above. With the incorporation of mitigation, impacts will remain less than significant. No additional mitigation is required.

MITIGATION MEASURES

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

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

CUL-3 At least 30 days prior to seeking a grading permit, the Project applicant shall contact the appropriate Tribe[1] to notify the Tribe of grading, excavation and the monitoring program, and to

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

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

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

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

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

CUL-7 If Project plans cannot be adjusted to avoid the geographic extent of Site 33-004045, *in situ* preservation of the portion of Site 33-004045 within the Project area may be achieved by "capping," namely the importation of fill dirt to cover the archaeological remains to a minimum depth of 3-4 feet. The Project could then proceed as planned as long as the construction activities do not require excavations into the cultural material.

If *in situ* preservation is deemed unfeasible and physical impacts on Site 33-004045 cannot be avoided, the adverse effect should be mitigated through the implementation of an archaeological data recovery program on the portion of the site that will be impacted. The data recovery program should include systematic excavations to salvage as much archaeological data as possible for further analysis and interpretation. The results of these investigations should be documented in a data recovery report, and the artifact assemblage should be permanently curated at an appropriate facility.

CUL-8 Prior to any ground disturbing activity, a mitigation program shall be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology. Said mitigation program shall include, but not be limited to, the following:

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

steps outlined above. The report and inventory, when submitted to the appropriate lead agency, would signify completion of the program to mitigate impacts on paleontologic resources.

F. GEOLOGY AND SOILS

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

- "Preliminary Geotechnical Investigation," prepared by GeoSoils, Inc., May 2006 (2006 Beach Resort Geo Report);
- "Letter from GeoSoils, Inc. to Mr. John Gamble, dated October 17, 2011, regarding "Limited Site Reconnaissance and Geologic Review of Site Conditions, Elsinore Reach Resort, 17512 Grand Avenue, ±4.87-Acre Parcel, APN 381-030-005," City of Lake Elsinore, Riverside County, California" (2011 Beach Resort Geo Letter); and,
- "Site Reconnaissance and Limited Review of Geologic Maps and Literature Relative to the Proposed Wake Rider Beach Park, Mark Avenue, ±2.73-Acre Parcel, APN 381-040-005, City of Lake Elsinore, Riverside County, California," prepared by GeoSoils, Inc., April 22, 2014 (2014 Beach Park Geo Report).

The 2006 Beach Resort Geo Report was originally prepared for the Beach Resort Project component. Subsequent to the 2006 Beach Resort Geo Report, a 2011 Beach Resort Geo Letter was prepared. The 2011 Beach Resort Geo Letter contains the following language:

"As a result of our field reconnaissance and geologic mapping, cursory review of the current development plans provided (MEI, 2011; and GDA, undated), and our evaluation, the following conclusions and recommendations are provided:

- Based on our recent site reconnaissance, geologic mapping, and evaluation, the proposed commercial development of the site appears geotechnically feasible, provided the conclusions and recommendations contained herein, and within the referenced report by GSI (2006), are appropriately implemented during remaining planning, design, and construction of the Project.
- Based on our recent site reconnaissance and as indicated above, the old pool structure has been removed and the associated excavation subsequently backfilled with undocumented fill materials. It is unknown if the entire pool shell was completely removed during demolition. If the pool shell was not completely removed during demolition, any remaining structures will need to properly removed. All undocumented fill associated with the backfilled pool excavation will need to be removed in its entirety during proposed site grading. The resultant excavation will need to be properly replaced with approved backfill materials, compacted to a least 90 percent relative compaction per ASTM D 1557.
- Based on the relative age of our preliminary investigation (i.e., 2006), it is likely the controlling authorities will require geotechnical, seismic, and foundation updates per current code requirements (i.e., per the 2010, California Building Code [CBC, 2010]) at a later date."

Because there are two (2) separate parcels, with their own specific geology and soils resource issues, portions of each of the Initial Study questions may contain a separate discussion of both the Beach Resort and the Beach Park components of the proposed Project.

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) Less Than Significant Impact With Mitigation Incorporation

Beach Resort

The Beach Resort Project component is located within seismically active Southern California and is

expected to experience strong ground motions from earthquakes caused by both local and regional faults. According to the geotechnical report, the closest Alquist-Priolo Special Study Zone is for the Elsinore (Wildomar) Fault is located approximately 2.7 miles northeast of the site. The Elsinore Fault Zone is a right-lateral slip fault (like other major north-south faults in Southern California) and is capable of generating earthquakes with Magnitudes of 6.5 to 7.5.

The last major earthquake along the Wildomar Fault was a 6.0 quake located in the Lake Elsinore area in 1910. Analysis of the historic pattern along the Wildomar Fault indicates that Magnitude 6.8 earthquake can be expected to re-occur about every 340 years on average. The Elsinore Fault Zone forms a complex series of pull-apart basins. The largest and most pronounced of these pull-apart basins forms a flat-floored closed depression which is partly filled by Lake Elsinore. This basin forms the terminus for the San Jacinto River. Several of the fault strands which make up the Elsinore fault zone possess their own names such as the Glen Ivy North and Glen Ivy South faults. There are several mapped traces of the Willard Fault, which runs parallel to the Elsinore Fault along the western side of the valley, have been identified both northwest and southeast of the Project site. However, this fault is not located within an Alquist-Priolo Special Study Zone as it does not appear to have been active within the last 10,000 years.

The potential impacts related to the Elsinore Fault Zone (as well as other regional faults) are addressed through compliance with standard measures contained in the most recent Uniform Building Code (UBC) and City Municipal Code and the recommended mitigation contained in Mitigation Measure GEO-1. Mitigation Measure GEO-1 addressed the geotechnical recommendations contained in the geotechnical report. With the implementation of the standard code provisions and the mitigation measure identified below, the anticipated impacts from regional ground shaking are expected to be reduced to a less than significant level.

Beach Park

According to the 2014 Beach Park Geo Report, the site is not located within an Alquist-Priolo Earthquake Fault Zone (Bryant and Hart, 2007). However, a review of the County of Riverside Planning Department - Land Information System (County of Riverside - LIS, 2014) indicates the far northeastern portion of the site is located within a County fault zone. No habitable structures are proposed within this area, as the area of the County fault zone lies near the shoreline of Lake Elsinore, as delineated by the County. Based upon the current development plans, and lack of proposed habitable structures within this area, a specific fault finding investigation was not warranted.

No habitable are proposed at the Beach Park. Any potential impacts are addressed through compliance with standard measures contained in the most recent UBC and City Municipal Code and the recommended mitigation contained in Mitigation Measure GEO-2. Mitigation Measure GEO-2 requires the submittal and approval of a geotechnical report for any structures on the Beach Resort site with building plan check. Specific recommendations within said report shall apply to all structures on site. With the implementation of the standard code provisions and the mitigation measure identified below, the anticipated impacts from regional ground shaking are expected to be reduced to a less than significant level.

ii) Strong seismic ground shaking? Less Than Significant Impact with Mitigation Incorporation

Beach Resort

The Beach Resort Project component will expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. The Project site is located in an area of high regional seismicity and may experience horizontal ground acceleration during an earthquake along the Elsinore/Wildomar Fault Zone, which is located

approximately 2.7 miles away, or other fault zones throughout the region. Because of this, the Project site has been and will continue to be directly affected by seismic activity to some degree. Given that the Project site is not located immediately adjacent to a seismic study area, the Project will not be affected by ground shaking any more than any other area in seismically active Southern California. Compliance with standard measures contained in the most recent UBC and City Municipal Code regarding structures and construction and those recommended mitigation measures contained in this document ensures that any impacts will be less than significant.

Beach Park

The Beach Park Project component will expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Please reference the discussion in F.a.i., above.

No habitable are proposed at the Beach Park. Any potential impacts are addressed through compliance with standard measures contained in the most recent most recent UBC and City Municipal Code and the recommended mitigation contained in Mitigation Measure GEO-2. Mitigation Measure GEO-2 requires the submittal and approval of a geotechnical report for any structures on the Beach Resort site with building plan check. Specific recommendations within said report shall apply to all structures on site. With the implementation of the standard code provisions and the mitigation measure identified below, the anticipated impacts from regional ground shaking are expected to be reduced to a less than significant level.

iii) Seismic-related ground failure, including liquefaction? Less Than Significant Impact with Mitigation Incorporation

Beach Resort

According to the geotechnical report, the Beach Resort Project component has a high potential to adversely expose people or structures to substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. The condition is created by a combination of young alluvial sandy soils and shallow groundwater that is found under the site. The geotechnical report contains a number of recommendations are expected to minimize the actual liquefaction hazard once the Project is constructed. Compliance with specific recommendations identified in Mitigation Measure GEO-1 and the standard requirements contained in the most recent UBC and City Municipal Code are expected to reduce the impacts associated with ground failure hazards to a less than significant level.

Beach Park

According to the 2014 Beach Park Geo Report, geotechnical developmental considerations include thick potentially compressible alluvium, and site seismicity and secondary seismic concerns. The 2014 Beach Park Geo Report indicates that the site is mapped as being potentially susceptible to liquefaction and subsidence. As such, and in accordance with current standards of practice (California Geological Survey [CGS] Special Publication 117A, 2008), site specific liquefaction and subsidence studies should be conducted. This would generally include the advancement of hollow-stem borings, as well as Cone Penetration Tests (CPT) to correlate with the hollow-stem borings advanced onsite. This is contingent on the occupancy rating of the proposed bathhouse structure and garage structure proposed onsite. Any potential impacts are addressed through compliance with standard measures contained in the most recent UBC and City Municipal Code and the recommended mitigation contained in Mitigation Measure GEO-2. Mitigation Measure GEO-2 requires the submittal and approval of a geotechnical report for any structures on the Beach Resort site with building plan check. Specific recommendations within said report shall apply to all structures on site. With the

implementation of the standard code provisions and the mitigation measure identified below, the anticipated impacts from seismic-related ground failure, including liquefaction are expected to be reduced to a less than significant level. No additional mitigation is required.

iv) Landslides? No Impact

Beach Resort

The Beach Resort Project component is not expected expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from landslides. No landslides were mapped during the field reconnaissance of the property and no ancient landslides are known to exist on the Project site. The standard engineering practices related to slope and site stability are expected to ensure that no unstable slope conditions are created. As a result, no impacts are anticipated; therefore, no additional mitigation measures are required.

Beach Park

According to the 2014 Beach Park Geo Report, due the flat-lying nature of the site, and relative distance from any hillside terrain, the potential for seismically induced landslides is considered low. No impacts are anticipated. No mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil? Less Than Significant Impact with Mitigation Incorporation

Beach Resort & Beach Park

As with any development, soil erosion can result during construction, as grading and construction can loosen surface soils and make soils susceptible to effects of wind and water movement across the surface. According to the geotechnical report, the on-site soils have a moderate to high erosions potential unless specific erosion control measures are implemented. The City routinely requires the submittal of detailed Erosion Control Plans with any grading plans. The implementation of this standard requirement is expected to address any erosional issues associated with the grading of the site. As a result, these impacts are not considered to be significant if the implementation of the necessary erosion and runoff control measures required as part of the approval of a grading plan. No additional mitigation measures are required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? Less Than Significant Impact with Mitigation Incorporation

Beach Resort

According to the geotechnical report, the Beach Resort Project component is located in an area with a high potential for liquefaction, which could create unstable conditions if not properly addressed. As contained in the discussion for Section F.a.iii, the geotechnical report contains a number of recommendations are expected to minimize the actual liquefaction hazard once the Beach Resort Project component is constructed. Compliance with specific recommendation as well as the standard requirements contained in the most recent UBC and City Municipal Code are expected to reduce these hazards to a less than significant level.

Beach Park

Please reference the discussion for Section F.a.i.-iv., above, as it pertains to the Beach Park Project component. Any potential impacts are addressed through compliance with standard measures contained in the most recent UBC and City Municipal Code and the recommended mitigation contained in Mitigation

Measure GEO-2. Mitigation Measure GEO-2 requires the submittal and approval of a geotechnical report for any structures on the Beach Resort site with building plan check. Specific recommendations within said report shall apply to all structures on site. With the implementation of the standard code provisions and the mitigation measure identified below, the anticipated impacts from being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, are expected to be reduced to a less than significant level. No additional mitigation is required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? Less Than Significant Impact with Mitigation Incorporation

Beach Resort

According to the geotechnical report, the Beach Resort Project component is not located in an area with highly expansive soil as defined in the most recent UBC. However, the site development recommendations to address the potential liquefaction hazard would also address any issues related to highly expansive soils. As a result, to significant impacts are anticipated and specific mitigation measures are required.

Beach Park

According to the 2014 Beach Park Geo Report, based on field observations, and the granular nature of surficial soils, the earth materials encountered throughout the site are expected to generally be very low in expansion potential; however, the presence of low to medium expansive soils cannot be precluded. Based on information obtained from nearby properties, the soils are generally anticipated to have negligible sulfate contents per the 2013 California Building Code ([CBC], California Building Standards Commission [CBSC], 2013). Accordingly, the use of sulfate resistant concrete is not currently anticipated. Due to the proximity of this Project to Lake Elsinore, corrosion protection for buried metallic improvements may be necessary. Based on the above, site specific testing for Expansion Index (E.I.), sulfate/corrosion potential, etc. should be conducted during the preliminary geotechnical investigation of the site.

Any potential impacts are addressed through compliance with standard measures contained in the most recent UBC and City Municipal Code and the recommended mitigation contained in Mitigation Measure GEO-2. Mitigation Measure GEO-2 requires the submittal and approval of a geotechnical report for any structures on the Beach Resort site with building plan check. Specific recommendations within said report shall apply to all structures on site. With the implementation of the standard code provisions and the mitigation measure identified below, the anticipated impacts from being located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property, are expected to be reduced to a less than significant level. No additional mitigation is required.

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

Beach Resort & Beach Park

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

MITIGATION MEASURES

GEO-1 Comply with the extensive recommendations provided by the "Preliminary Geotechnical Investigation", prepared by GeoSoils, Inc., May 25, 2006, and the recommendations contained in the Letter from GeoSoils, Inc. to Mr. John Gamble, dated October 17, 2011, regarding "Limited Site Reconnaissance and Geologic Review of Site Conditions, Elsinore Reach Resort, 17512 Grand Avenue, ±4.87-Acre Parcel, APN 381-030-005, City of Lake Elsinore, Riverside County, California.

GEO-2 Prior to building plan check the applicant shall submit geotechnical report for the Beach Resort site. Specific recommendations to address geology and soils impacts within said report, including, but not limited to: seismic ground shaking, subsidence, liquefaction, expansive soils, and corrosive soils, shall apply to all structures on site.

G. HAZARDS AND HAZARDOUS MATERIALS

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

- "Phase I Environmental Site Assessment" prepared by GeoSoils, Inc., January 2, 2008 (2008 Beach Resort ESA);
- "Update Phase I Environmental Site Assessment, 15712 Grand Avenue (APN 381-030-005), Lake Elsinore, Riverside County, California 92530," prepared by GeoSoils, Inc., February 14, 2012 (2012 Beach Resort ESA Update); and
- "Phase I and Environmental Site Assessment and Limited Phase II Soil Screening Evaluation, Proposed Wave Rider Beach Project, Mark Avenue, Lake Elsinore, Riverside County, California 92530, APN 381-040-005," prepared by GeoSoils, Inc., dated June 28, 2013 (2013 Beach Park Phase ESA).

The 2008 Beach Resort ESA was originally prepared for the Beach Resort Project component. Subsequent to that EAS, a 2012 Beach Resort ESA Update was prepared. The 2012 Beach Resort ESA Update contains the following language:

Based upon the information obtained during the course of this evaluation, GSI presents the following summary of our findings:

- Based upon our review of historic land use utilizing readily available maps and historical aerial photographs, a previous interview with Mr. Ron Jiron (GSI, 2008), previous property owner, an interview with Mr. John Gamble, current property owner, and our recent site reconnaissance, the subject site appears to have been generally vacant and undeveloped from at least 1938 until at least 1953. Historic aerial photographs indicate the property, as well as surrounding properties, were utilized for agriculture until sometime prior to 1953. According to our previous interview with Mr. Jiron (GSI, 2008), a motel complex was built in 1953 and was demolished sometime in 1994.

- Based upon the historical use of portions of the subject property for agricultural purposes, there is a potential for historically restricted agricultural chemicals (i.e., pesticides and/or herbicides) to have been applied onsite. As is typical in Riverside County and throughout California, this use may have resulted in detectable concentrations of chemical residues to remain within near-surface earth materials. It is likely that significantly high residue concentrations would not be detected unless agricultural chemicals were stored onsite or were accidently spilled, improperly applied, or illegally disposed of onsite. Although a majority of currently banned (i.e., restricted) pesticides have not been used for at least 20 years, there remains a potential for historical farming operations to have utilized restricted agricultural chemicals onsite. This application may have resulted in some persistent chemical residues to remain on the subject property. Under normal conditions, most restricted pesticides/herbicides currently used in California readily degrade, and are not overly persistent in nature. There are, however, certain restricted (and currently banned) agricultural chemicals that were commonly used over 20 years ago throughout California that are known to be a persistent substance in nature.

- Based upon our most recent site reconnaissance conducted on February 8, 2012, the property is currently vacant and undeveloped. A chain-link fence is located at the entrance of the property to limit site access. The previous concrete slabs and swimming pool noted during our initial Phase I ESA (GSI, 2008) have been subsequently demolished and removed from the site. The swimming pool area is now backfilled with native onsite soils. The sewer pump station noted during our initial Phase I ESA (GSI, 2008) is still present on the northern portion of the property, however, the pump, noted previously (GSI, 2008), has been removed. Very minor trash/demolition debris (i.e., concrete and asphalt) was observed across portions of the site. An old boat dock exists at the eastern portion of the property boundary near Lake Elsinore. Power lines were noted onsite, located on the southern margin of the site. Two (2) transformers were noted on the power lines onsite. A Riverside County Flood Control District (RCFCD)

drainage channel is located along the southeast border of the property. Septic systems may exist in the locations of the former structures.

- There was no significant visible surficial staining on the property; however, the trash/demolition debris was not disturbed. There does not appear to be significant surficial evidence of onsite hazardous materials/waste and/or petroleum contamination, and asbestos containing materials (ACM's) were not readily observed. With the exception of the old sewer lift station holding tank, and the potential for septic tank (systems) in the location(s) of the demolished structures, there was no evidence of underground storage tanks observed and no above ground storage tanks were observed on the subject property.

- Properties adjacent to, and surrounding, the site currently consist of the Shore Acres Mobile Home Park to the northwest, Lake Elsinore to the northeast, residential development to the southeast and Grand Avenue and vacant land to the southwest of the property. These properties are not anticipated to represent a significant environmental concern to the subject site, provided lawful procedures for petroleum products and restricted household/agricultural chemical use and storage are and have been followed.

- Depth to groundwater onsite is reported to be ±10 to ±15 feet in depth, based on our geotechnical report (GSI, 2006). Groundwater may be encountered at shallow depths in the form of perched water on resistant strata or rock. Except of Lake Elsinore, no surface water was observed onsite. The local groundwater gradient is estimated to be in a northeasterly direction following topography.

- Based upon review of our agency database records search, there are no listings of permitted above-ground and/or underground tanks on the subject property. There are no database listings regarding the handling, storage, use, or disposal of hazardous materials/waste for the subject site.

- This assessment has revealed no evidence of significant recognized environmental conditions in connection with the property.

Based on these findings, the both the information contained in the January, 2008 Phase I and the 2012 Update will be utilized in this section. In addition, the information contained in the 2013 Beach Park Phase ESA will be utilized in this section.

Because there are two (2) separate parcels, with their own specific hazards and hazardous materials resource issues, portions of each of the Initial Study questions may contain a separate discussion of both the Beach Resort and the Beach Park components of the proposed Project.

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? Less Than Significant Impact with Mitigation Incorporation

Beach Resort & Beach Park

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

In addition, the Project is located immediately adjacent to, or in immediate proximity to, State Route 74 (Grand Avenue). It is possible that an accident or spill may expose future building occupants to hazardous materials. However, the likelihood of this type of event is rare and it is not considered to be significant. In addition, some hazardous materials will be stored on the premises; however, those used are commonly associated with office, hotel, restaurant, and retail development. No impacts are anticipated beyond those commonly associated with these types of developments.

b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment? Less Than Significant Impact

Beach Resort & Beach Park

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

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

Beach Resort & Beach Park

The Project is not expected to result in the release of any hazardous emissions. In addition, there are no schools within a quarter mile radius of the Project site (Butterfield Elementary School is located, at the closest, approximately 9/10 of a mile to the southeast and Lakeside High School is located approximately ¾ of a mile to the northwest). Since there is no opportunity for any school to be potentially impacted, no impacts are anticipated and no mitigation measures are required.

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

Beach Resort & Beach Park

The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the Legislator who authored the legislation that enacted it). The list, or a site's presence on the list, has bearing on the local permitting process as well as on compliance with CEQA.

According to the California State Waterboards GEOTRACKER site, which provides information regarding Leaking Underground Storage Tanks, the Project sites are not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. Detailed information can be viewed at the web-link provided below:

http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Mark+Avenue+Lake+Elsinore

The Department of Toxic Substances Control's Hazardous Waste and Substances Site List (Cortese List) does not show any Hazardous Waste and Substances Sites currently located on the Project sites. This information was verified at the web-link provided below:

http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&zl=18&ms=640,480&mt=m&findaddress=True&city=Mark%20Avenue%20Lake%20Elsinore&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true&tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true

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

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

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

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? No Impact

Beach Resort & Beach Park

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

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? No Impact

Beach Resort & Beach Park

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

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

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? No Impact

Beach Resort & Beach Park

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

MITIGATION MEASURES

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

H. HYDROLOGY AND WATER QUALITY

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

- "Preliminary Water Quality Management Plan, Proposed Wake Rider Beach Resort, 15712 Grand Avenue Lake Elsinore, California," prepared by Medofer Engineering, Inc., dated April 9, 2102;
- "Preliminary Hydrology & Hydraulic Calculations for Wake Rider Beach Resort, 15712 Grand Avenue, Lake Elsinore," prepared by Medofer Engineering, Inc., dated February 28, 2014 (Beach Resort Hydrology Report);
- "Preliminary Water Quality Management Plan, Proposed Wake Rider Beach Park" prepared by Medofer Engineering, Inc., dated April 11, 2105; and
- "Preliminary Hydrology & Hydraulic Calculations for Wake Rider Beach Park, Mark Avenue, Lake Elsinore," prepared by Medofer Engineering, Inc., dated March 18, 2014 (Beach Park Hydrology Report).

Because there are two (2) separate parcels, with their own specific hydrology and water quality resource issues, portions of each of the Initial Study questions may contain a separate discussion of both the Beach Resort and the Beach Park components of the proposed Project.

a) Violate any water quality standards or waste discharge requirements? Less Than Significant Impact with Mitigation Incorporation

Beach Resort & Beach Park

According to the General Plan EIR (p. 3.9-19), the Santa Ana Regional Water Quality Control Board (SARWQCB) sets water quality standards for all ground and surface waters within its region. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives). The 1995 *Water Quality Control Plan Santa Ana River Basin* documents the water quality standards for all ground and surface waters overseen by the SARWQCB. Beneficial uses consist of all the various ways that water can be used for the benefit of people and/or wildlife.

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

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

The General Plan EIR indicates that development consistent with the General Plan Update (GPU) could result in increased non–point source and point source contamination from common urban sources, construction activity, and vehicle use. In general, increased development and population growth in the City and SOI may be expected to result in increased generation of urban water contaminants. In addition to increased sediment related to construction activities, development in the City could increase other types of non–point source pollution. Runoff from residential, commercial, and institutional urban uses typically includes sediment, herbicides, pesticides, nutrients from fertilizers, organic debris, coloform, trash, grease,

solvents, metals, salts, and other contaminants. Runoff from streets and parking lots contains typical urban pollutants including oil, grease, fuel, rubber, heavy metals, solvents, coloform, and trash. Motor vehicle exhaust also generates lead and particulates that could be picked up by runoff and carried into nearby surface water bodies such as Lake Elsinore. The increased pollutants carried in runoff into the streams, rivers, and lake in and around the City is a potentially significant impact of the implementation of the GPU.

Current site drainage for the Beach Resort sheetflows across the site from west to east and ultimately ends up in Lake Elsinore which can flow out of Lake Elsinore into the Temescal Wash when lake levels rise above 1,255 feet above mean sea level. Once the Beach Resort is completed the site will drain into the existing concrete-lined Ortega Canyon Drainage Channel that is located along the southern edge of the site. Relocating the on-site run-off flows into the existing concrete lined channel will reduce the potential for erosion and sedimentation along the lake edge from the existing sheet flow conditions.

Current site drainage for the Beach Park is sheetflows runoff from the site from the west to the east, draining directly into Lake Elsinore (Lake). There is no off-site drainage that flows into the site - Mark Avenue intercepts runoff from the west and conveys it into an existing concrete ribbon gutter, located to the north of the site, and ultimately drains into the Lake. Developed flows will be conveyed via a combination of overland flow, curb and gutter, concrete ribbon gutters, catch basins, and pipes that will flow into tow (2) vegetated swales for water quality mitigation. The vegetated swales will then flow into a riser and pipe, or a concrete lined ditch that will discharge onto the concrete boat ramp that will then discharge directly into the Lake.

To ensure water quality standards and discharge requirements will not be violated, the local urban runoff control program mandated by the RQQCB requires the submittal of a Preliminary WQMP with the Project applications for the Beach Resort and Beach Park, and the implementation of a Final Water Quality Management Plan (WQMP) prior to the issuance of a grading permit for the Beach Resort and Beach Park. The WQMP contains best management practices and other measures necessary to protect water quality. These best management practices can include management activities, as well as mechanical and infiltrative treatment measures.

According to the conceptual WQMPs, the new development will be designed to ensure that post-develop runoff volumes are the same as the pre-development levels. The conceptual WQMP also identifies Best Management Practices (BMPs) that will reduce pollutants from urban runoff that may affect water quality in the Lake. The conceptual WQMP identified a number of physical design and activity-based BMPs to address water quality impacts or concerns. The physical design-based practices include the use of vegetative swales, filter trenches, landscaped areas, and the use pervious surfaces.

The activity/management-based BMPs include:

- The education of property owners and employees;
- Car washing restrictions;
- Common area liter control;
- Private street and parking area sweeping;
- Drainage facility inspections and maintenance;
- MS4[2] stenciling and signage; and
- Landscape and irrigation system design (to reduce over fertilizing and over-watering).

The implementation of these practices is expected to minimize or eliminate any impacts to water quality. The requirements to obtain City approval of the Final WQMP is incorporated into Mitigation Measure HYD-1. As a result of the BMPs (site design BMPs, source control BMPs, and treatment control BMPs), and other

[2] The Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer systems (MS4s).

measures contained in the Preliminary WQMP, the Project will not violate any water quality standards, waste discharge requirements, or have a significant impact on the environment. The discussion of pre-and post-development flows are discussed in greater detail in Section H.e. of this IS/MND (below).

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? No Impact

Beach Resort & Beach Park

The Project does not propose to drill any wells or extract ground water. The depth of the groundwater table is approximately 10 and 15 feet (p. 11 of the 2006 Beach Resort Geo Report). This depth will not expose any groundwater during future site development, including grading onsite and installation of offsite infrastructure. Under present conditions the project site has no impervious surfaces within its boundaries. Some unquantifiable amount of the precipitation and sheet flow that currently enters the property will percolate through the onsite soils. The proposed Project will retain rainfall onsite by directing flows to the bioretention basins where the first increment of each storm will be captured and percolated, and then the stored runoff will add additional percolation. Thus, a small portion of the runoff that would have left the site historically would be captured and percolated. The small reduction will not cause significant adverse impacts to groundwater supplies.

Based on this information, implementation of the Project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). No mitigation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in flooding on- or off-site? Less Than Significant Impact

Beach Resort & Beach Park

The proposed Project site's existing drainage pattern will be altered, but the proposed Project engineering plans have taken considerable care to ensure that future runoff patterns are maintained, and that the volume of water discharged will not exceed the current volumes as required by the City and the SARWQCB. The detailed information supporting these findings is provided in the following Project technical studies:

- **Appendix G2**: "Preliminary Hydrology & Hydraulic Calculations for Wake Rider Beach Resort, 15712 Grand Avenue, Lake Elsinore, California"
- **Appendix G4**: "Preliminary Hydrology & Hydraulic Calculations for Wake Rider Beach Park, Mark Avenue, Lake Elsinore, California"

"Figure: Wake Rider Beach Resort Hydrology Exhibit Existing Condition," and "Figure: Wake Rider Beach Resort Hydrology Exhibit Developed Condition," of Appendix G2, illustrates the existing and developed conditions of the site, respectively for the Beach Resort.

"Figure: Wake Rider Beach Park Hydrology Exhibit Existing Condition," and "Figure: Wake Rider Beach Park Hydrology Exhibit Developed Condition," of Appendix G4, illustrates the existing and developed conditions of the site, respectively for the Beach Park.

As can be seen from these Figures, the Project, as proposed, will result in minimal changes in the onsite drainage pattern. The proposed Project will alter the drainage pattern; however, it will not alter the course of a stream or river and it will not substantially increase the rate or amount of surface runoff in a manner that will cause any significant flooding on-site, or off-site.

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

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

Please reference the discussion in Sections H.a., and c. (above), and H.e. (below), of this IS/MND. The Project will not substantially alter the existing drainage pattern of the sites or area or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site. None of the proposed facilities will increase the rate or amount of surface runoff.

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

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? Less Than Significant Impact with Mitigation Incorporation

Beach Resort

According to the Beach Resort Hydrology Report, the current 100-year storm runoff flows for the site are approximately 7.42 cubic feet per second (cfs). Based upon the current site plan with additional on-site detention, the proposed post-development flows are expected to be 11.29 cfs. The requirements of the urban runoff program for the Santa Ana River Basin require that post-development flows be similar to the pre-development flows. As a result, the final Project design shall be required to reduce run-off volumes to pre-development levels by a combination of reductions in impervious area, on-site detention, or other methods identified in the Preliminary WQMP, and implemented with the Final WQMP, as approved by the City of Lake Elsinore. This requirement is contained in Mitigation Measure HYD-1. With the implementation of Mitigation Measure HYD-1, any impacts are considered less than significant and no additional mitigation measures are required.

Beach Park

According to the Beach Park Hydrology Report, the current 100-year storm runoff flows for the site are approximately 3.55 cfs. Based upon the current site plan with additional on-site detention, the proposed post-development flows are expected to be 5.19 cfs. The requirements of the urban runoff program for the Santa Ana River Basin require that post-development flows be similar to the pre-development flows. As a result, the final Project design shall be required to reduce run-off volumes to pre-development levels by a combination of reductions in impervious area, on-site detention, or other methods identified in the Preliminary WQMP, and implemented with the Final WQMP, as approved by the City of Lake Elsinore. This requirement is contained in Mitigation Measure HYD-1. With the implementation of Mitigation Measure HYD-1, any impacts are considered less than significant and no additional mitigation measures are required.

f) Otherwise substantially degrade water quality? Less Than Significant Impact with Mitigation Incorporation

Beach Resort & Beach Park

The Project as proposed will not otherwise substantially degrade water quality. Compliance with the requirements of the Stormwater Pollution Prevention Program (Mitigation Measures HAZ-1), Preliminary WQMP (Mitigation Measure HYD-1), and the City's erosion control requirements will ensure that significant water quality impacts and violations of standards and requirements do not occur. With these mitigation measures and standard requirements, any water quality impacts are expected to be less than significant. No additional mitigation measures are required.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map? No Impact

Beach Resort & Beach Park

The Project will not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map. According to EVMWD, the elevation of the 100-year flood hazard area is 1,263.3 feet above mean sea level. The finished floor elevation for the lowest structure is projected to be at 1,268.5 feet. Because the proposed structures are not located within the 100-year flood hazard area, no impacts are anticipated and no mitigation is required.

h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows? No Impact

Beach Resort & Beach Park

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

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? No Impact

Beach Resort & Beach Park

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

j) Inundation by seiche, tsunami, or mudflow? No Impact

Beach Resort & Beach Park

The Project is located along near the northwest corner of Lake Elsinore and is not located in an area that is subject to mudflows or tsunamis. A seiche is a standing wave in an enclosed or partially enclosed body of water (similar to the sloshing of water in a bathtub). Seiches have been observed on larger lakes, reservoirs, harbors and bays, and in smaller ocean areas that are substantially surrounded by land (such as the Gulf of

California or the Adriatic Sea). In contrast to these larger bodies of water, Lake Elsinore is relatively small rectangular lake (less than 2 miles in width and about 3 miles in length). Because the Project site is located along the shore of Lake Elsinore, there is the potential that a seismic event could result in a seiche. There is also the potential for larger boat wakes to create a wave event similar to a seiche. Larger seiche events could cause damage to walls and docks or structures located too close to the water. Seiche waves occurring on a lake of this size would be expected to be about the size of some of the larger boat wakes. Through the Project design process, the City has requiring an additional vertical separation between the 100-year flood elevation and the finished floor elevation of the lowest inhabited structure. With this design change, no significant impacts are anticipated and no additional mitigation measures are required.

MITIGATION MEASURES

HYD-1 Prior to the approval of the grading permit, the City shall review and approve the Final Water Quality Management Plan as required by the program requirements in effect at that time. The Final Water Quality Management Plan shall further demonstrate that post-development runoff flows are no greater that pre-development run-off flows.

I. LAND USE AND PLANNING

Even though the proposed Project is on two (2) separate parcels, there is enough similarity as it pertains to land use and planning resources, such that one discussion of both the Beach Resort and the Beach Park components of the proposed Project is appropriate in this Section.

a) Physically divide an established community? No Impact

The Project represents small, in-fill developments which are consistent with the scale of development of their type and generally consistent with the development that is found in the area. The Project will neither physically divide nor improve connections within the surrounding neighborhood. As a result, no significant impacts are anticipated and no mitigation measures are required.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? No Impact

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

c) Conflict with any applicable habitat conservation plan or natural community conservation plan? No Impact

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

MITIGATION MEASURES

None required.

J. MINERAL RESOURCES

Even though the proposed Project is on two (2) separate parcels, there is enough similarity as it pertains to mineral resources, such that one discussion of both the Beach Resort and the Beach Park components of the proposed Project is appropriate in this Section.

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

Beach Resort & Beach Park

According to Figure 3.12-1, *City of Lake Elsinore Mineral Resource Zones*, of the GP EIR, the Project sites are located in an area designated MRZ3. According to the GP EIR, MRZ-3 is defined as areas containing known mineral deposits that may qualify as mineral resources. Further exploration work within these areas could result in the reclassification of specific localities into the MRZ-2a or MRZ-2b categories. As shown in Table 3.12-1 of the GP EIR, MRZ-3 is divided on the basis of knowledge of economic characteristics of the resources. MRZ-3a areas are considered to have a moderate potential for the discovery of economic mineral deposits. MRZ-3b is applied to land where geologic evidence leads to the conclusion that it is plausible that economic mineral deposits are present. According the soils information contained in the Project's geotechnical studies, the Project sites are not located atop any significant mineral resources. Consequently, the Project will not result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state. As a result, no impacts are anticipated and no mitigation measures are required.

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

Beach Resort & Beach Park

According to Figure 3.12-1, *City of Lake Elsinore Mineral Resource Zones*, of the GP EIR, the Project sites are located in an area designated MRZ3. According to the GP EIR, MRZ-3 is defined as areas containing known mineral deposits that may qualify as mineral resources. Further exploration work within these areas could result in the reclassification of specific localities into the MRZ-2a or MRZ-2b categories. As shown in Table 3.12-1 of the GP EIR, MRZ-3 is divided on the basis of knowledge of economic characteristics of the resources. MRZ-3a areas are considered to have a moderate potential for the discovery of economic mineral deposits. MRZ-3b is applied to land where geologic evidence leads to the conclusion that it is plausible that economic mineral deposits are present. According the soils information contained in the Project's geotechnical studies, the Project sites are not located atop any significant mineral resources. The Project will not result in the loss of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. As a result, no impacts are anticipated and no mitigation measures are required.

MITIGATION MEASURES

None required.

K. NOISE

A Noise Analysis was originally prepared, solely for the Beach Resort Project component (2012 Noise Analysis). As stated in the Project Description, a Notice of Availability and Intent to Adopt a Mitigated Negative Declaration was circulated from December 13, 2012 to Monday, January 14, 2013 for the Beach Resort component of the Project (Commercial Design Review (CDR 2011-03); Conditional Use Permit (CUP 2011-03); Tentative Parcel Map (TPM 35869); and Zone Change (ZC 2011-01)).

After the comment period closed, the applicant decided to include the Beach Park (Conditional Use Permit (CUP 2012-06) as a Project component. As a result, this new Initial Study has been prepared, encompassing both the Beach Resort and the Beach Park, to allow for a comprehensive analysis of Noise impacts. A revised Noise Analysis has been prepared, incorporating both Project components. This analysis is referred to as the Noise Analysis.

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

- "Noise Impact Analysis, Wake Rider Beach Resort, City of Lake Elsinore, California" prepared by Giroux and Associates, dated November 17, 2013 (Noise Analysis); and
- "Wakerider Report Updated Traffic Impact Analysis," prepared by Giroux and Associates, dated June 5, 2015.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? Less Than Significant Impact with Mitigation Incorporation

Overview

Beach Resort & Beach Park

The Project has the potential to result in the exposure of persons to noise levels in excess of standards established in the General Plan and local noise ordinance. The City of Lake Elsinore considers noise compatibility standards in evaluating land use projects. A proposed land use must be shown to be compatible with the ambient noise environment, particularly for noise sources over which direct City control is preempted by other agencies. Such sources include vehicle traffic on public streets, aircraft or trains. Since the City cannot regulate the noise level from the source, it exercises its land use decision authority to insure that noise/land use incompatibility is minimized.

Table 1 of the Noise Analysis (City of Lake Elsinore Noise and Land Use Compatibility Matrix), shows the noise/land use compatibility guideline for the City of Lake Elsinore, as contained in the Noise Element of the City of Lake Elsinore General Plan. The City of Lake Elsinore considers noise exposures for hotel use to be "clearly compatible" if the maximum exterior noise level is 60 dB CNEL or less. Exterior noise levels at hotel occupancies of up to 70 dB CNEL are allowed if exterior levels have been mitigated and interior noise exposures meet the interior noise standard of 45 dB CNEL as shown in Table 2 of the Noise Analysis (Interior and Exterior General Plan Noise Standards). Noise levels above 70 dB CNEL are considered normally unacceptable except in unusual circumstances. The City of Lake Elsinore considers commercial recreational uses.

Because retail/commercial uses are not occupied on a 24-hour basis, the exterior noise exposure standard or less sensitive land uses are generally less stringent. Unless commercial projects include noise-sensitive uses such as outdoor dining, noise exposure is generally not considered a commercial facility siting constraint for typical project area noise exposures. The City of Lake Elsinore noise compatibility guidelines recommend 70 dB CNEL as "clearly compatible" and 80 dB CNEL as a "normally compatible" exterior noise exposure for

commercial uses such as the proposed restaurant uses.

Three characteristic noise sources are typically identified with land use intensification such as that proposed for the development of the Beach Resort and Beach Park Project components. Construction activities, especially heavy equipment, will create short-term noise increases near the Project site. Such impacts would be important for any nearby noise-sensitive receptors, such as any existing residential uses. Upon completion, Project-related traffic will cause an incremental increase in area-wide noise levels throughout the Project area. Traffic noise impacts are generally analyzed both to insure that the Project does not adversely impact the acoustic environment of the surrounding community, as well as to insure that the Project site is not exposed to an unacceptable level of noise resulting from the ambient noise environment acting on the Project. Finally, the Project analysis needs to examine noise from the proposed commercial uses upon adjacent existing residential uses. Because of the close proximity of the adjacent residences, the possible conflict of on-site noise generation to off-site existing residences is possibly the most critical noise issue.

According to the current State CEQA Appendix G Guidelines, noise impacts are considered potentially significant if they cause:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Noise levels exceeding the City of Lake Elsinore Noise Standards would be considered significant.

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

c. A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

d. A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.

The State CEQA Guidelines also identify potential impact significance due to aircraft noise. There are no airports in proximity to the site where aircraft noise would be an issue.

The term "substantial increase" is not defined by any responsible agency. The limits of perceptibility by ambient grade instrumentation (sound meters) or by humans in a laboratory environment is around 1.5 dB. Under ambient conditions, people generally do not perceive that noise has clearly changed until there is a 3 dB difference. A threshold of 3 dB is commonly used to define "substantial increase." An increase of +3 dBA CNEL in traffic noise would be consistent a significant impact. Similarly, noise generation possibly exceeding City of Lake Elsinore noise ordinance standards would also be considered as a potentially significant impact.

Construction Noise Standards

Beach Resort & Beach Park

Construction noise is typically governed by ordinance limits on allowable times of equipment operations. State CEQA Appendix G Guidelines state that if an impact is regulated by a rule or regulation specifically designed to control a given type of impact (such as construction noise), and if the rule meets certain criteria about promulgation and applicability, then compliance with that rule may be used in support of a finding that the impact is less-than-significant. The Lake Elsinore Municipal Code restricts and regulates hours of construction operation and levels of construction noise. In Chapter 17.78, Section 17.78.080 (F), construction noise is restricted from 7:00 p.m. to 7:00 a.m. weekdays and at any time on weekends or holidays when it creates a noise disturbance across a residential or commercial property line. Section 17.78.080 (F) (2) regulates construction activity noise levels as follows:

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

1. At Residential Structures.

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

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

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

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

2. At Business Structures.

a. Mobile equipment. Maximum noise levels for non-scheduled, intermittent, short-term operation of mobile equipment: Daily, including Sunday and legal holidays, all hours: maximum of 85 dBA.

Construction Noise Impacts

Beach Resort & Beach Park

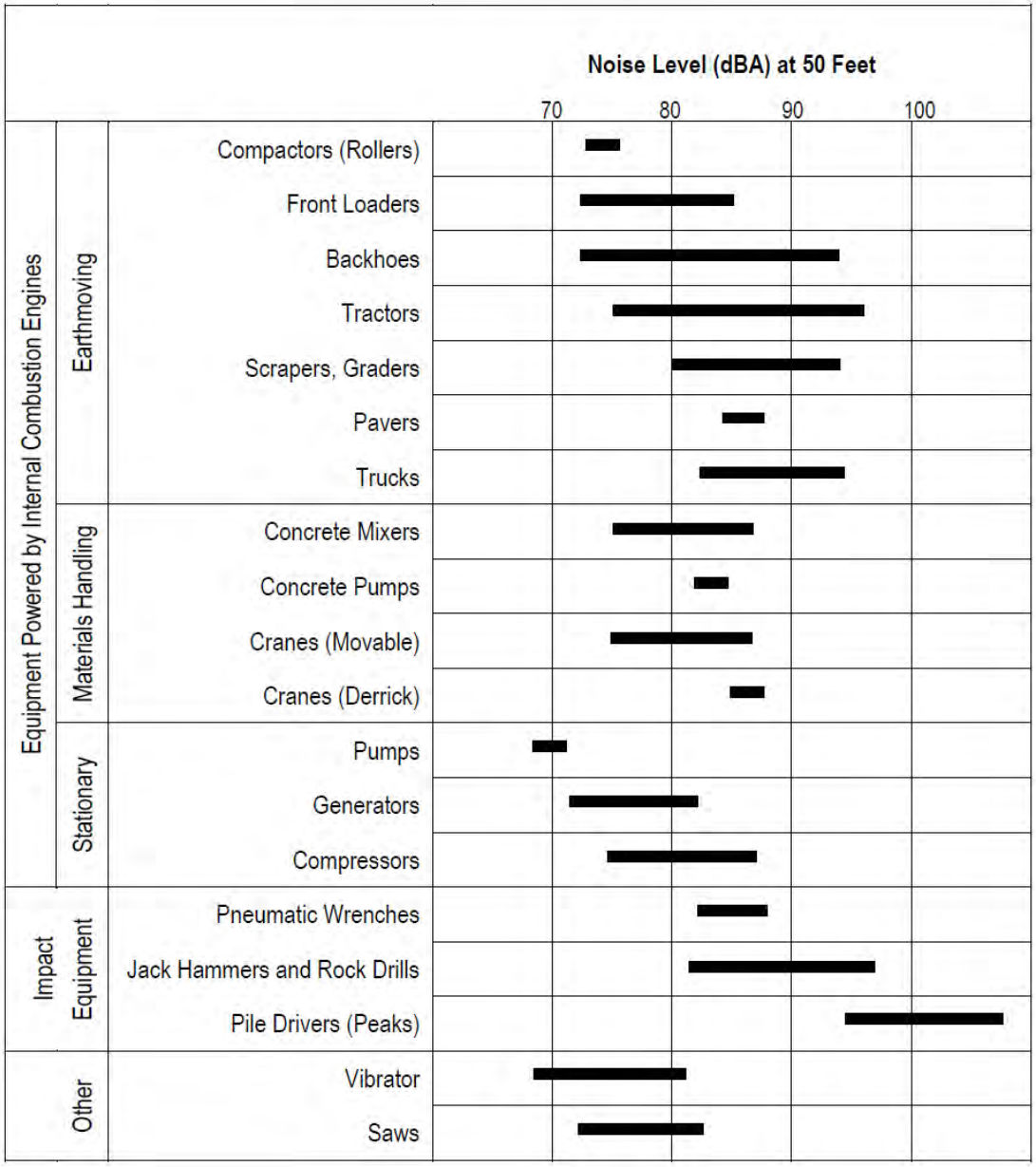
Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially by earth-moving sources, then by foundation and parking area construction, and finally for finish construction.

Figure XI-1, *Typical Construction Equipment Noise Generation Levels,* shows the typical range of construction activity noise generation as a function of equipment used in various building phases. Because of the limited earthworks on this relatively flat site, there will be limited use of heavy grading equipment.

The earth-moving sources are seen to be the noisiest with equipment noise ranging up to about 90 dB(A) at 50 feet from the source. The noise ordinance standard for mobile equipment to be used during grading is 75 dBA at the nearest residence. There is no feasible alternative equipment that can move earth in economical quantity without creating peak noise levels near 90 dBA. Spherically radiating point sources of noise emissions are atmospherically attenuated by a factor of 6 dB per doubling of distance, or about 20 dB in 500 feet of propagation. The loudest earth-moving noise sources will therefore sometimes be detectable above the local background beyond 1,000 feet from the construction area. An impact radius of 1,000 feet or more pre-

supposes a clear line-of-sight and no other machinery or equipment noise that would mask Project construction noise. With buildings and other barriers to interrupt line-of-sight conditions, the potential "noise envelope" around individual construction sites is reduced.

Figure XI-1
Typical Construction Equipment Noise Generation Levels



Source: EPA PB 206717, Environmental Protection Agency, December 31, 1971, "Noise from Construction Equipment and Operations."

Construction noise impacts are, therefore, somewhat less than that predicted under idealized input conditions. However, because of distance separation to the site, construction noise impacts are likely to provide a temporary annoyance for site adjacent sensitive receptors since the closest residences are only 50 feet from the closest Project boundary. Construction noise impacts may temporarily exceed the City of Lake Elsinore construction noise standards. Because of the small construction site, noise mitigation through berms or temporary noise walls is not considered feasible. Short-term construction activity noise generation impacts are

considered temporarily significant. However, these short-term impacts can be reduced to a less that significant level with the inclusion of Mitigation Measure NOI-1, requiring temporary noise barriers during construction.

Construction Activity Vibration

Beach Resort & Beach Park

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of ground-borne vibration include discernible movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Within the "soft" sedimentary surfaces of much of Southern California, ground vibration is quickly damped out. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.

Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. The range of vibration decibels (VdB) is as follows:

- 65 VdB - threshold of human perception
- 72 VdB - annoyance due to frequent events
- 80 VdB - annoyance due to infrequent events
- 100 VdB minor cosmetic damage

To determine potential impacts of the Project's construction activities, estimates of vibration levels induced by the construction equipment at various distances are presented below:

	Approximate Vibration Levels (VdB)*			
Equipment	**25 feet**	**50 feet**	**100 feet**	**200 feet**
Large Bulldozer	87	81	75	69
Loaded Truck	86	80	74	68
Jackhammer	79	73	67	61
Small Bulldozer	58	52	46	40

* (FTA Transit Noise & Vibration Assessment, Chapter 12, Construction, 1995)

The on-site construction equipment that will create the maximum potential vibration is a large bulldozer. The stated vibration source level in the FTA Handbook for such equipment is 87 VdB at 25 feet from the source. By 50 feet the vibration level dissipates to 81VdB.

The nearest residential structures to the Project sites, are to approximately 50 feet from occasional heavy equipment activity. Vibration levels from heavy equipment could thus occasionally be at the 80 VdB annoyance threshold for infrequent/temporary events at the nearest off-site homes. However, vibration levels will not exceed the building damage threshold and will be perceived as being "barely perceptible". Construction activity vibration impacts are judged as less-than-significant.

Off-Site Project-Related Vehicular Noise Impacts

The Noise Analysis analyzed a Project that would generate 2,085 average daily trips (ADT). Since the time of the preparation of the Noise Analysis, the Project has been revised and will now generate 2,201 daily trips.

Traffic noise is a direct function of various parameters (volume, speed, numbers of trucks, etc.). However, decibels are a logarithmic representation of sound pressure levels. It takes a large change in traffic volumes for example, to create even a marginally detectable increase in decibel levels. A 5.6% increase in ADT in the updated traffic impact analysis (TIA) from the previous TIA will increase noise levels by only 0.02 dB from the

combined background plus Project condition. Whereas the previous "Project only" impact was calculated as +0.4 dB, the updated finding is +4.2 dB. The minimum perceptible amount by human observers in laboratory conditions is around +1.4 dB. In ambient environments, the detection threshold is around +3.0 dB. The updated TIA has negligible Noise Analysis consequences.

Beach Resort

Long-term noise concerns from the increase of commercial uses at the Project site are primarily based on vehicular operations on Project area roadways. These concerns were addressed using the California specific vehicle noise curves (CALVENO) in the federal roadway noise model (the FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108). The model calculates the Leq noise level for a reference set of input conditions, and then makes a series of adjustments for site-specific traffic volumes, distances, speeds, or noise barriers.

Table XI-2, *Traffic Noise Impact Analysis (dBA CNEL at 50 feet from centerline)*, summarizes the 24-hour CNEL level at 50 feet from the roadway centerline along seven roadway segments. The noise analysis utilizes data from the Traffic Study (see Section O of this Initial Study). Two traffic scenarios were evaluated; existing and existing with Project.

Table IX-2
Traffic Noise Impact Analysis
(dBA CNEL at 50 feet from centerline)

Segment		Existing	Existing w/Project
Grand Ave (SR-74)/	NW of MHP Dwy/	70.9	71.3
	MHP Dwy-Project Access	70.9	71.2
	Project Access-Serena Way	70.9	71.0
	SE of Serena Way	70.8	71.0
Mobile Home Park Dwy/	NE of Grand Ave	50.1	50.1
Project Access/	NE of Grand Ave	N/A	60.4
Serena Way/	NE of Grand Ave	54.5	55.0

As shown in Table XI-3, *Project Only Impact (dBA CNEL at 50 feet from centerline),* Project implementation in the opening year does little to change the traffic noise environment. The largest Project related impact is +0.4 dB CNEL at 50 feet from the roadway centerline along Grand Avenue at the Beach Resort access roadway. This increase is much less than the +3 dB significance threshold. Therefore, Project related traffic noise increases are less-than-significant.

Table XI-3
Project Only Impact
(dBA CNEL at 50 feet from centerline)

Segment		Project Impact
Grand Ave (SR-74)/	NW of MHP Dwy/	0.4
	MHP Dwy-Project Access	0.4
	Project Access-Serena Way	0.2
	SE of Serena Way	0.2
Mobile Home Park Dwy/	NE of Grand Ave	0.0
Project Access/	NE of Grand Ave	NA
Serena Way/	NE of Grand Ave	0.4

MHP=Mobile Home Park

The Beach Park is not located adjacent to Grand Avenue; therefore, no impacts are anticipated.

Site Operational Noise

Beach Resort & Beach Park

Operation of the Beach Resort and Beach Park will generate a variety of potential noise sources. In areas where commercial and residential uses share a common property line, it is often not the overall magnitude of the noise that leads to conflict. It is more typically some unique aspect of the noise event that causes conflicts. Early morning deliveries and back-up alarms are sources that can create noise conflicts in a mixed use environment. Care must be taken to ensure that the residential uses adjacent to the Project area are adequately shielded from the on-site commercial noise.

Similarly, late evening commercial activities can create a noise nuisance to adjacent sleeping residences. Drive-through restaurant menu board speakers can be a late-evening nuisance. If sit-down quality restaurant have patio seating, or audible music or voices, they can also create land use conflicts if such activities extend into late evening hours. The largest potential noise conflict from proposed restaurant uses and adjacent residences is from late-evening operation. If the restaurant proposes amplified music or voice, that conflict could occur throughout the evening. Noise conflict from restaurant uses can also occur during clean-up operations late in the evening when trash is dumped, water is sprayed under pressure for removing waste and employees interact with raised voices or "boom box" music. As noted above, the CUP process is designed to restrict noise-related land use conflict. Rescission of a CUP, however, can be a cumbersome process. The most effective noise nuisance control mechanism is to place a relatively short CUP renewal time-table to provide ample opportunity to confirm compliance with intended noise nuisance abatement measures.

The City of Lake Elsinore Municipal Code, Chapter 17.176, *Noise Control*, restricts refuse collection vehicles to between the hours of 7:00 a.m. and 7:00 p.m. adjacent to a residential or noise sensitive area. The Municipal Code also regulates loading or boxes, crates and building materials to between the hours of 7:00 a.m. and 10:00 p.m. adjacent to a residential property line. Therefore, the Beach Resort shall restrict deliveries to shops and restaurants to these hours.

All residential uses require sufficient distance separation from commercial buildings to prevent HVAC mechanical equipment on building roofs from being a nuisance. If this is not possible, the HVAC equipment will need to be shielded. These details also must be dealt with during the design stage. A typical HVAC equipment noise level is 50 dB at 10 feet from the source. The City's daytime noise standard is 50 dB. However, the nocturnal residential ordinance standard is 40 dB. That standard is met approximately 30 feet from a single mechanical equipment source. Multiple units may have a larger noise impact "envelope." The operation of multiple HVAC or other mechanical equipment units must therefore be screened from a direct line-of-sight to any off-site residences.

Commercial uses with a potential for noisy activities such food establishments, particularly if an entertainment venue is planned, typically require a conditional use permit (CUP). The CUP contains measures specifically designed to minimize impacts, including noise. Mechanisms, such a permit conditions, are in place to ensure that the Project site will maintain compatibility with respect to noise generation.

The City of Lake Elsinore limits noise exposure at the property lines residential uses. Residential noise exposure is limited to a 50 dB L_{50} daytime and 40 dB L_{50} nocturnal maximum. The maximum allowable single-event noise at any residential property line is 70 dB from 7 a.m. to 10 p.m., and 60 dB from 10:00 p.m. to 7:00 a.m. On-site commercial uses must be able to demonstrate that these thresholds are met at the nearest property lines unless levels are shown to exceed the most stringent standards.

Beach Park

Site operational noise at the Beach Park will be primarily from parking lot noise. This analysis is contained below.

Parking Lot Noise

Beach Resort & Beach Park

Beach Resort parking will be located at the northern Project perimeter adjacent to the mobile home park. All mobile homes are single story. A 6-foot block wall built at the Project perimeter would provide approximately 6 dB of noise protection for the single story mobile park use, and would serve to reduce impacts to a less than significant level.

The Project traffic report estimates that the peak traffic hour will be in the afternoon and that there will be a total of 150 vehicles both entering and leaving the Beach Park. The noise level associated with 150 vehicles traveling at a speed of 25 mph is 52 dB Leq at 50 feet from the drive aisle if a single receiver were exposed to all 150 vehicles. The proposed 6-foot wall would provide at least 6 dB of noise protection such that noise levels would be less than the daytime noise standard. Very little traffic would be generated past 10 p.m. at the Beach Resort. Due to much lower volume of traffic at the Beach Park, impacts will be substantially lower than those at the Beach Resort. Any impacts are considered less than significant.

All noise generated in the parking lot would be of short duration. Experience has shown that parking activity noise tends more to be a nuisance rather than causing any violation of standards. Parking lot activities may be audible from time to time but are generally not perceived as being loud.

Drive-thru Menu Board

Beach Resort & Beach Park

The most significant noise generator at a commercial use facility such as the proposed fast food restaurant is the menu board. The menu board will be located on the northern side of the restaurant along Grand Avenue. The nearest single-family use to the east is approximately 91 feet from the order board and the nearest mobile home to the west is approximately 115 feet. However, few homes will have direct line-of-sight to the order board. Intervening buildings will reduce the direct noise for all but a few residences.

Data was obtained from a representative menu board manufacturer, HM Electronics though this vendor has not been selected for use at this Project site. The data is presented in terms of Sound Pressure Levels (SPL). SPL is the noise generated when the menu soundboard is operating.

An option offered by the manufacturer incorporates automatic volume control (AVC). AVC will adjust the outbound volume based on the outdoor ambient noise level. When ambient noise levels naturally decrease at night, AVC will reduce the outbound volume on the system. The following data are provided by the manufacturer for different distances from the speaker post, with and without AVC:

Distance from Speaker	Decibel Level of Standard System with 45 dB of outside noise without AVC	Decibel Level of Standard System with 45 dB of outside noise with AVC
1 foot	84 dBA	60 dBA
2 feet	78 dBA	54 dBA
4 feet	72 dBA	48 dBA
8 feet	66 dBA	42 dBA
16 feet	60 dBA	36 dBA
32 feet	54 dBA	-
50 feet	50 dBA	-

The vendor data assumes that the menu board is operating continuously and is therefore higher than actual noise levels from typical use. In reality, the speaker operates for a short time and then there is a delay while the cars queue.

Utilizing the vendor data, soundboard noise decays to 45 dB Leq at 91 and to 43 dB at 115 feet (distances to the closest sensitive uses). Although the single family homes to the east are closer than the mobile homes, in reality, the menu board would face away from the homes and face towards the mobile home park. Therefore, the noise level experienced at the nearest single family home would be less than 45 dB. However, this could exceed the City of Lake Elsinore 40 dB L_{50} nocturnal noise standard without the use of AVC. With an AVC system, menu-board noise levels will be well within City of Lake Elsinore nocturnal noise standards.

Restaurant Dining Patio Noise Impacts

Outdoor dining generally has soft background music and muted conversation. Larger assemblies of people can create a "cocktail party" effect where voices become progressively raised to be heard above a rising background level. This effect can be further fueled by alcohol consumption that frees normal inhibition. If amplified music is included in celebrations such as weddings or special days of celebration, noise conflicts may occur with the closest neighbors.

Depending upon location and orientation, our noise measurements for special outdoor events has observed noise levels of 80 dB at 20 feet from amplified loudspeakers. The City of Lake Elsinore noise ordinance standard could be exceeded to a distance of 600 feet under worst-case (direct line-of-sight) conditions. If the event lasted past 10:00 p.m., the noise impact zone could extend well over 1,000 feet from the event. However, any impacts can be minimized by temporary shielding, by orientation of any amplification and by activity time limits. With mitigation, these impacts can be reduced to less-than-significant levels. Noise protection measures will be incorporated into conditional use permit (CUP) conditions which any restaurant use must obtain prior to operation. CUP conditions should include periodic verification that special event sound control is adequate to meet City noise ordinance standards. Similarly, any late-night maintenance shall be conducted in a manner to preclude noise intrusion into adjacent off-site residences.

Mitigation Measures NOI-2 through NOI-6 will be implemented to reduce Project impacts to a less than significant level. No additional mitigation is required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? Less Than Significant Impact with Mitigation Incorporation

Beach Resort & Beach Park

Groundborne vibrations and noise can result from both the construction and grading of the sites as well as operation and use of the properties. The Project sites generally have residential neighbors to the north, south and west (the lake is to the east). This means that there are adjacent residents to the proposed Project that could be exposed to groundborne vibration or noise. These adjacent residents could be bothered or adversely affected by the development of the Project sites. According to the geotechnical studies, there are no soil conditions on the sites that require the use of unusual grading equipment or blasting which would result in the creation of excessive groundborne vibrations. However, development of the sites may require some over-excavation to meet the building code requirements for a safe structural foundation. However, it these impacts are considered to be less than significant because impacts because they should be of short duration and not a long-term impact. In addition, people working near the heavy equipment will be exposed to high noise levels for short periods of time. This level, however, is below the Occupational Safety and Health Administration (OSHA) noise exposure limit of 90 dBA for 8 hours per day. The City and its private contractor are required to comply with OSHA requirements for employee protection during construction. Based upon these anticipated impacts and site development requirements, no significant impacts are anticipated and with the implementation of Mitigation Measure NOI-2 any impacts are expected to be further reduced to a non-significant level.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Less Than Significant Impact

Beach Resort & Beach Park

The Project will result in increase in ambient noise levels above existing levels without the Project. The sites are currently vacant and does not noticeably contribute to ambient noise levels. Once constructed, the Project will result in a minor incremental increase in ambient noise levels. However, any future noise generated by the Project will most likely be overshadowed by the roadway noise generated by vehicular traffic on Grand Avenue. Consequently, any increase in ambient noise levels from the Project is not expected to be noticeable over any future roadway noise generated by vehicular traffic. As a result, no significant impacts are anticipated and mitigation measures are required.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Less Than Significant Impact with Mitigation Incorporated

Beach Resort & Beach Park

The Project will result in temporary increase in ambient noise levels above existing levels without the Project during Project construction. The sites are currently vacant and do not noticeably contribute to ambient noise levels. Noise generated by construction equipment can reach high levels and there are residents generally located north, south and west of the Project sites that may be bothered by some of the construction noise. In many cases, there may be construction activities within a few feet of some of these residences. Any potential impacts are expected to be mitigated to a level of insignificance through compliance with the provisions of the Municipal Code. Section 17.176.080.F, *Construction/Demolition*, of Lake Elsinore Municipal Code requires that all construction activities (except in emergencies) shall be limited to the hours of 7:00 a.m. to 7:00 p.m. and prohibited on Sundays and all legal holidays, that all construction activities shall comply with the noise ordinance performance standards where technically and economically feasible, and that all construction equipment shall use properly operating mufflers. The Project will result in a temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project; however these increases are be considered less than significant with the implementation of Mitigation Measure NOI-2.

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

Beach Resort & Beach Park

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

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? No Impact

Beach Resort & Beach Park

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

MITIGATION MEASURES

NOI-1 Install temporary noise control barriers that provide a minimum noise level attenuation of 10 dBA when Project construction occurs near existing noise-sensitive structures. The noise control barrier must present a solid face from top to bottom. The noise control barrier must be high enough and long enough to block the view of the noise source. Unnecessary openings shall not be made.

- The noise barriers must be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.
- The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.

NOI-2 An automatic volume control (AVC) option should be mandated for use by the fast-food restaurant menu board.

NOI-3 Possible entertainment activities at any Project restaurant shall be required to obtain a CUP to maintain compatibility with respect to noise generation and the CUP shall contain conditions to periodically verify compliance with applicable noise ordinance thresholds.

NOI-4 Any installed HVAC equipment must meet the City of Lake Elsinore noise ordinance standard at the residential Project boundary through a selection of quiet equipment and physical shielding as needed.

NOI-5 Project related operational hours for loading activity and refuse collection is regulated by the City of Lake Elsinore Municipal Code as follows:

- Refuse collection vehicles shall restrict activity to between the hours of 7:00 a.m. and 7:00 p.m.
- Loading or boxes, crates and building materials is restricted to between the hours of 7:00 a.m. and 10:00 p.m. adjacent to a residential property line.

NOI-6 Short-term construction noise intrusion shall be mitigated by compliance with the City of Lake Elsinore Noise Ordinance. The allowed hours of construction are from 7:00 a.m. to 7:00 p.m. Monday through Friday. Because of the distance between the Project and adjacent residential receivers, construction may be noisier than prescribed limits on occasion but are minimized by the following conditions:

- All equipment shall be equipped with properly operating and maintained mufflers.
- Equipment and materials shall be staged in areas that will create the greatest distance between construction-related noise sources and the noise-sensitive receptors nearest the Project site during all Project construction.
- All construction-related activities shall be restricted to the construction hours outlined in the City's Noise Ordinance.
- Haul truck and other construction-related trucks traveling to and from the Project site shall be restricted to the same hours specified for the operation of construction equipment. To the extent feasible, haul routes shall not pass directly by sensitive land uses or residential dwellings.

L. POPULATION AND HOUSING

Even though the proposed Project is on two (2) separate parcels, there is enough similarity as it pertains to population and housing resources, such that one discussion of both the Beach Resort and the Beach Park components of the proposed Project is appropriate in this Section.

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? Less Than Significant Impact

Beach Resort & Beach Park

This mixed-use commercial and recreational in-fill Project will not add any permanent people to the community's population. Any small increment as an indirect affect from the Project does not constitute the induction 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). The existing General Plan designations for the Project site anticipates that commercial mixed uses and recreational uses would ultimately be constructed on the developable portions of the Project site. The proposed Project will result in an additional increment of areawide population growth consistent with the adopted General Plan. As a result, any impacts are considered less than significant and no additional mitigation measures are required.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? No Impact

Beach Resort & Beach Park

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

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? No Impact

Beach Resort & Beach Park

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

MITIGATION MEASURES

None required.

M. PUBLIC SERVICES

Even though the proposed Project is on two (2) separate parcels, there is enough similarity as it pertains to public services resources, such that one discussion of both the Beach Resort and the Beach Park components of the proposed Project is appropriate in this Section.

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

a) Fire protection? Less Than Significant Impact

Beach Resort & Beach Park

The Riverside County Fire Department provides fire protection and safety services to the City. The nearest fire station is Station No. 11, located at 33020 Maiden Lane, southwest of the Project sites in Lakeland Village. Ambulance and paramedic services are provided by Goodhew Ambulance Service. The Project will participate in the Development Impact Fee Program as adopted by the City of Lake Elsinore to mitigate impacts to fire protection resources. This will provide funding for capital improvements such as land, equipment purchases, and fire station equipment. As a result, the Project will not result in activities that create significant impacts. Any impacts will be considered incremental and can be offset through the payment of the appropriate Development Impact Fee. This is a standard condition, and not considered unique mitigation under CEQA. Impacts are considered less than significant and no additional mitigation is required.

b) Police protection? Less Than Significant Impact

Beach Resort & Beach Park

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

c) Schools? Less Than Significant Impact

Beach Resort & Beach Park

The Project is commercial and recreational in nature and will not directly increase student enrollment at schools within the Lake Elsinore Unified School District (LEUSD). Based upon its current enrollment pattern, LEUSD has calculated typical student enrollment factors for elementary, middle and high schools within the District. To offset any potential impacts, the commercial development component of the Project is required to pay appropriate school. These fees, which are considered a standard condition, are payable prior to building permit issuance. As a result, any impacts are considered less than significant level after the payment of school mitigation fees. No other mitigation measures are required.

d) Parks? No Impact

Beach Resort & Beach Park

The Project will not increase the areas permanent population and associated burden on parks in the area; thereby, resulting in the demand for parks and recreational facilities. Private recreational facilities will be provided on-site. It is not anticipated that persons patronizing the site will impact any adjacent parks. No impacts are anticipated and no mitigation measures are required.

e) Other public facilities? No Impact

Beach Resort & Beach Park

The Project will not permanently increase the local population and subsequently result in an increase for the demand for other governmental services such as the library and the other community support services commonly provided by the City of Lake Elsinore. No impacts are anticipated and no mitigation measures are required.

MITIGATION MEASURES

None required.

N. RECREATION

Even though the proposed Project is on two (2) separate parcels, there is enough similarity as it pertains to recreation resources, such that one discussion of both the Beach Resort and the Beach Park components of the proposed Project is appropriate in this Section.

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

Beach Resort & Beach Park

The Project will not result in a potentially limited 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; however, due to the commercial and recreational nature of the Project, these impacts are considered small and incremental. The Project will provide on-site recreational uses for use by patrons visiting the site; thereby, serving to mitigate any Project impacts and also filling the need for additional recreational resources in the City. Any impacts to existing facilities are considered less than significant and no additional mitigation is required.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? Less Than Significant Impact

Beach Resort & Beach Park

The Project includes recreational amenities that are intended to meet a portion of the recreational demands of future, on-site visitors. Even though on-site recreational amenities are provided, with the influx of visitors to the site, implementation of the Project may still result in a very small increment of demand for park and recreation facilities that would need to be constructed within the community. This increment is considered less than significant. No mitigation measures are required.

MITIGATION MEASURES

None required.

O. TRANSPORTATION/TRAFFIC

A Traffic Analysis was originally prepared, solely for the Beach Resort Project component (2011 Traffic Study). As stated in the Project Description, a Notice of Availability and Intent to Adopt a Mitigated Negative Declaration was circulated from December 13, 2012 to Monday, January 14, 2013 for the Beach Resort component of the Project (Commercial Design Review (CDR 2011-03); Conditional Use Permit (CUP 2011-03); Tentative Parcel Map (TPM 35869); and Zone Change (ZC 2011-01)).

After the comment period closed, the applicant decided to include the Beach Park (Conditional Use Permit (CUP 2012-06 and CDR 2016-03) as a Project component. As a result, this new Initial Study has been prepared, encompassing both the Beach Resort and the Beach Park, to allow for a comprehensive analysis of Transportation/Traffic impacts. A revised Traffic Study has been prepared, incorporating both Project components. This analysis is referred to as the Traffic Study.

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

- "Wake Rider Beach Resort Traffic Study (Updated 5/27/15), City of Lake Elsinore, California" (Traffic Study).

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

Beach Resort & Beach Park

The Beach Resort is located on the east side of Grand Avenue, which is also State Route 74. According to the General Plan, Grand Avenue is categorized as an Urban Arterial. The typical Urban Arterial is located within a 120 foot right-of-way and, at build-out, is expected to consist of three lanes in each direction separated by a 14 foot raised median. Additional turn/acceleration lanes may be provided at key intersections. The Beach Park is located off of Mark Avenue. Mark Avenue will be accessed from SR 74 via Serena Way.

The Project will result in additional vehicle trips on the citywide road network.

RK Engineering Group, Inc. (RK) prepared a Traffic Study for the Project in order to evaluate the Project from a traffic and circulation standpoint and to determine its impact on the existing and future street network.

The Beach Resort access point will be constructed between the existing mobile home park driveway and Serena Way, which are spaced approximately 400 feet apart. The Traffic Study determined if vehicle queuing at any of the three study area intersections will interfere with each other by blocking access.

The study area includes the following intersections:

North-South Street	East-West Street
Existing Mobile Home Park Driveway	Grand Avenue
Project Access	Grand Avenue
Serena Way	Grand Avenue

Existing Conditions

Exhibit C of the Traffic Study shows the City of Lake Elsinore Circulation Element. Exhibit D of the Traffic Study shows the Roadway Cross Sections. Exhibit E of the Traffic Study identifies the existing roadway conditions, number of through traffic lanes, and the intersection controls for the study area roadways. Grand Avenue (SR-74) is a 2-lane, undivided roadway in proximity to the Project site. There are stop signs at the mobile home park driveway and Serena Way, controlling access from these streets to Grand Avenue.

Existing traffic volumes on roadways throughout the study area are shown on Exhibit F of the Traffic Study. These volumes are based upon weekday peak hour and daily traffic data collected in November 2014 for RK. The Average Daily Trips (ADT) along Grand Avenue (SR-74) adjacent to the Project site is approximately 20,600 trips. The traffic count worksheets are included in Appendix A of the Traffic Study.

Trip Generation

Trip generation represents the amount of traffic that is produced and attracted by a development. Trip generation rates have been developed by the ITE (Institute of Transportation Engineers) in their Trip Generation Manual. Trip generation rates for the Project's land uses are shown in Table 1 of the Traffic Study. Trip generation rates are specific to the individual uses that are proposed for the Project. Both peak hour and daily trip generation, for the proposed, Project are shown in Table 2 of the Traffic Study. The Project is projected to generate a total of 2,201 trip-ends per day, with 133 vehicles per hour during the AM peak hour and 159 vehicles per hour during the PM peak hour.

Trip Distribution

Trip distribution represents the directional orientation of traffic to and from a particular development. Trip distribution is heavily influenced by the geographical location of the site, the location of employment, commercial and recreational opportunities, and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses and highways within the community and existing traffic volumes. The trip distribution for this analysis has been based upon Existing conditions, based upon those highway facilities that are in place. Detailed routing assumptions are included on Exhibits G-1 (Project Trip Distribution) and G-2 (15-Berth Marina Dock Amenity Traffic Distribution). The assumptions used for the Beach Resort trips are: 60% arriving from the northwest making a left hand turn into the Project site, and 40% of these inbound trips arriving from the southeast, making a right hand turn into the Project site. Outbound movements show 100% of the departing trips making a right hand turn out of the Project site, with 60% of these outbound trips proceeding northwesterly along Grand Avenue.

For the Beach Park, it is expected that no additional vehicles will be travelling to this private marina dock since it is for hotel guests and neighborhood residents who will already be parked on-site. Pedestrian access will be accommodated by the beach path from the resort and walkway from the residential housing. The assumptions used for the Beach Park trips are: 60% arriving from the northwest making a left hand turn into the Project site, and 40% of these inbound trips arriving from the southeast, making a right hand turn into the Project site. Outbound movements show 100% of the departing trips making a right hand turn out of the Project site, with 60% of these outbound trips proceeding northwesterly along Grand Avenue.

Trip Assignment

The assignment of traffic from the site to the adjoining roadway system has been based upon the site's trip generation, trip distributions, and existing arterial highway and local street systems. Based upon the proposed Project trip generation and distribution, the traffic volumes attributable to the proposed Project are presented on Exhibit H (Project Traffic Volumes) of the Traffic Study.

Existing Plus Project Traffic Volumes

Existing Plus Project traffic conditions include existing traffic volumes on surrounding roadways and Project traffic. The AM and PM peak hour intersection turning movement volumes and Average Daily Traffic (ADT) are shown on Exhibit I (Existing Plus Project Traffic Volumes) of the Traffic Study for Existing Plus Project traffic conditions. According to Figure H of the Traffic Study, the Beach Resort will add 894 ADTs on Grand Avenue southeasterly of the Beach Resort access 1,321 ADTs on Grand Avenue northwesterly of the Beach Resort access.

Opening Year (2017) Plus Project Traffic Volumes

Opening Year (2017) Plus Project traffic conditions include existing traffic volumes on surrounding roadways increased by a 2% annual growth rate and Project traffic. Because Opening Year is planned for 2017, a total of 3 years of growth or 6% has been used on the August 2014 existing traffic counts. The AM and PM peak hour intersection turning movement volumes and Average Daily Traffic (ADT) are shown on Exhibit J of the Traffic Study for Opening Year (2017) Plus Project traffic conditions. Whereas the existing Average Daily Trips (ADT) along Grand Avenue (SR-74) adjacent to the Project site is approximately 20,600 trips (reference Figure F of the Traffic Study), according to Exhibit I of the Traffic Study, 22,700 ADTS are anticipated along Grand Avenue, southeasterly of the Beach Resort Access and 23,000 ADTs are anticipated along Grand Avenue, northwesterly of the Beach Resort Access.

With Project improvements, all study area intersections will operate at an acceptable level of service.

Level of Service (LOS)

The current technical guide to the evaluation of traffic operations is the Highway Capacity Manual (HCM2000). The HCM defines level of service as a qualitative measure that describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

Study area intersections that are stop sign controlled with stop control on the minor street only have been analyzed using the unsignalized intersection methodology of the HCM. For these intersections, the calculation of LOS is dependent on the occurrence of gaps occurring in the traffic flow of the main street. Using data collected describing the intersection configuration and traffic volumes at these locations, the LOS has been calculated. The LOS is determined based on the worst individual movement or movements sharing a single lane.

For Existing Plus Project conditions, all study area intersections are projected to operate at an acceptable LOS D or better during peak hours with the exception of the intersection of the Project Access at Grand Avenue which is projected to operate at an unacceptable level of service during peak hours.

Levels of Service for Existing Plus Project conditions are shown on Table 3 of the Traffic Study. With the addition of a two-way left turn median at the intersection of the Project Access at Grand Avenue, it is projected to improve to an acceptable Level of Service D or better during peak hours. Intersection analysis worksheets for Existing Plus Project conditions are included in Appendix B of the Traffic Study.

For Opening Year Plus Project conditions, the study area intersection of Mobile Park Driveway at Grand Avenue is projected to operate an acceptable LOS D or better during peak hours; however, the study area intersections of the Project Access at Grand Avenue and Serena Way at Grand Avenue are not projected to operate at acceptable Levels of Service during peak hours.

Levels of Service for Opening Year (2017) Plus Project conditions are shown on Table 4 of the Traffic Study.

The addition of a two-way left turn median on Grand Avenue at the Project Access and a two-way 100-foot striped median on Grand Avenue at Serena Way are projected to improve to the Levels of Service at those intersections to an acceptable Level of Service D or better during peak hours. Mitigation Measure TR-1 requires that prior to occupancy, street improvements, signing and striping for a two-way left turn median on Grand Avenue at the Project Access, as shown in Exhibit K of the Traffic Study, and a two-way 100-foot striped median on Grand Avenue at Serena Way, as shown on Exhibit L of the Traffic Study, shall be installed as directed by Caltrans and the City.

Intersection analysis worksheets for Opening Year (2017) Plus Project conditions are included in Appendix C of the Traffic Study.

Synchro/SimTraffic Analysis

A capacity and queuing analysis was performed using Synchro, a deterministic and macroscopic signal analysis software program, and SimTraffic, a microscopic and stochastic simulation program. The analysis was performed for all study area intersections on Grand Avenue, including the Beach Resort access point. The Synchro/SimTraffic analysis studied the Existing Plus Project conditions and Opening Year (2017) Plus Project conditions.

The Synchro/SimTraffic models are useful in analyzing closely spaced intersections and roadway corridors. Synchro helps to determine operational impacts and potential queuing problems from one intersection to the next. This queuing can adversely affect traffic operations, even though an individual intersection may be operating at an acceptable Level of Service (LOS).

Synchro/SimTraffic Findings

The Synchro/SimTraffic analysis evaluates the operations at each of the three study area intersections and the progression of traffic flow along Grand Avenue adjacent to the Beach Resort site based upon the proposed lane geometry and traffic controls. The analysis assumes turning movements are allowed at the Beach Resort access with a two-way left-turn median into/out of the site on Grand Avenue.

Existing Plus Project Conditions

For Existing Plus Project conditions, the Synchro analysis indicates that all study area intersections are projected to operate at an acceptable LOS, with minimal queuing. Grand Avenue eastbound left turns at all three (3) of the study area intersections are expected to operate at LOS B or better during the peak hours. Southbound turns onto Grand Avenue are expected to operate at LOS D or better at all study area intersections. In addition, vehicle queues at each of the three locations are expected to be less than two (2) vehicles in length during the peak hours.

The SimTraffic model shows efficient progression and movement of the traffic along the roadway segment, with minimal queuing or delay. Turning movements at each of the three access points are not expected to interfere with each other, nor are they expected to have an adverse impact to traffic flow along Grand Avenue for Existing Plus Project conditions.

The Synchro HCM LOS Analysis worksheets for Existing Plus Project conditions are included in Appendix B of the Traffic Study.

Opening Year (2017) Plus Project Conditions

For Opening Year (2017) Plus Project conditions, the Synchro analysis indicates that all study area intersections are projected to operate at an acceptable LOS, with minimal queuing. Grand Avenue eastbound left turns at all three (3) of the study area intersections are expected to operate at LOS B or better during the

peak hours. Southbound turns onto Grand Avenue are expected to operate at LOS D or better at all study area intersections. In addition, vehicle queues at each of the three locations are expected to be less than two (2) vehicles in length during the peak hours.

The SimTraffic model shows efficient progression and movement of the traffic along the roadway segment, with minimal queuing or delay. Turning movements at each of the three access points are not expected to interfere with each other, nor are they expected to have an adverse impact to traffic flow along Grand Avenue during Opening Year (2017) Plus Project conditions.

The Synchro HCM LOS Analysis worksheets for Opening Year (2017) Plus Project conditions are included in Appendix C of the Traffic Study.

Traffic Signal Warrants

Peak hour traffic signal warrants have been performed for intersection of Beach Resort Access at Grand Avenue. Traffic signal warrant worksheets are included in Appendix D of the Traffic Study. The results of the traffic signal warrant analysis are summarized as follows:

Intersection	Existing	Existing Plus Project	Opening Year (2017) Plus Project
Project Access at Grand Avenue	N/A	Not Warranted	Not Warranted

As shown, a traffic signal is not projected to be warranted at the intersection of the Beach Resort Access at Grand Avenue for Existing Plus Project nor Opening Year (2017) Plus Project conditions.

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

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? Less Than Significant Impact

Beach Resort & Beach Park

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

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? No Impact

Beach Resort & Beach Park

The Project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. None exist on-site or are proximate to this site. No impacts are foreseen; therefore, no mitigation measures are required.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? Less Than Significant Impact With Mitigation Incorporation

The Project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Access and roadway improvements will be designed to comply with design criteria contained in the Caltrans Design Manual and other City requirements and standards. Sight distance and signing and pavement striping to and at the Project driveways will be reviewed at the time of final grading, landscape and street improvement plans. Mitigation Measure TR-1 requires street improvements, signing and striping on Grand Avenue along the Project frontage shall be installed as directed by Caltrans and the City Prior to occupancy. With the implementation of this mitigation measure, Project impacts will be considered less than. No additional mitigation is required.

e) Result in inadequate emergency access? No Impact

Beach Resort & Beach Park

The Project has no potential to result in inadequate emergency access. Access to and from the Beach Resort Project component will be provided via Grand Avenue (State Route 74) via a single driveway and will be provided to the Beach Park Project component from Mark Avenue. While there is always the potential for access problems when relying on a single driveway to access an arterial street, the potential for inadequate emergency access is considered to be minimal and non-significant. As a result, no significant impacts are anticipated and no mitigation is required.

f) Result in inadequate parking capacity? No Impact

Beach Resort & Beach Park

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

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? No Impact

Beach Resort & Beach Park

The General Plan requires that a Class II bikeway be provided along Grand Avenue in front of the Project. The Class II bikeway is incorporated into the standard street cross-section for Urban Arterial roadways. In addition, the Riverside Transit Agency (RTA) Route 8 bus travels along this section of Grand Avenue as part of its route around the west side of Lake Elsinore between Outlet Center and the community of Wildomar.

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

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

MITIGATION MEASURES

TR-1 Prior to occupancy, street improvements, signing and striping for a two-way left turn median on Grand Avenue at the Project Access, as shown in Exhibit K of the Traffic Study, and a two-way 100-

foot striped median on Grand Avenue at Serena Way, as shown on Exhibit L of the Traffic Study, shall be installed as directed by Caltrans and the City.

P. UTILITIES AND SERVICE SYSTEMS

Even though the proposed Project is on two (2) separate parcels, there is enough similarity as it pertains to utilities and service system resources, such that one discussion of both the Beach Resort and the Beach Park components of the proposed Project is appropriate in this Section.

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Less Than Significant Impact

Beach Resort & Beach Park

The Santa Ana RWQCB regulates wastewater discharges within the drainage area around Lake Elsinore. The proposed residential Project will be connecting to the wastewater treatment system operated by the EVMWD. As discussed in Sections P.b. and P.e, the sewer services provided by EVMWD are currently available in Grand Avenue adjacent to the Project site and the Project site is within the anticipated service area for the District. The development of the Project is not expected to create any exceedances in wastewater treatment standards. While the Project will contribute an additional increment of wastewater flow to EVMWD's wastewater treatment facilities, the Project will also contribute connection fees to address infrastructure impacts and monthly service charges to address operational impacts. As a result, no significant impacts are anticipated and no additional mitigation measures are required. (Urban runoff-related water quality impacts associated with Project construction and operation are discussed in Section H, Hydrology and Water Quality, of this Initial Study.)

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Less Than Significant Impact

Beach Resort & Beach Park

The Project is within the service boundary for the Elsinore Valley Municipal Water District (EVMWD), which has indicated an ability to provide water and wastewater service to the Project components. Service Planning Letter #2430-1, originally dated April 24, 2012 and revised on August 3, 2015 obtained from EVMWD indicates that EVWMD has the capacity and intent to service the water and wastewater needs of the Beach Resort Project component. Service Planning Letter #2431-1, originally dated April 24, 2012 and revised on August 11, 2015 obtained from EVMWD indicates that EVWMD has the capacity and intent to service the water and wastewater needs of the Beach Park Project component.

Therefore, the Project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities; the construction of which could cause significant environmental effects. As a result, any potential impacts are considered incremental and less than significant. Other than the standard requirements to connect to the District's water supply and wastewater treatment networks and the payment of connection fees, no additional mitigation is required.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Less Than Significant Impact

Beach Resort & Beach Park

The Project will not result in the construction or expansion of new area-wide storm drainage facilities. The Project will connect to the existing drainage facility located immediately adjacent to the site. These connections would convey on-site runoff into the existing drainage system after treatment by the best management practices identified in the Water Quality Management Plan (and discussed in in Section H,

Hydrology and Water Quality, of this Initial Study). Since no new or expanded storm drain facilities are proposed, no significant impacts are anticipated and mitigation measures are required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Less Than Significant Impact

Beach Resort & Beach Park

Reference Response P.B. The Project will create additional demand for potable water supplies, however this additional increment is considered to be less than significant, as EVWMD has the capacity and intent to service the water and wastewater needs of the Project. Other than the standard mandatory connection and services fees and installation of onsite utility infrastructure, no additional mitigation is required.

e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? Less Than Significant Impact

Beach Resort & Beach Park

As described above, the Project will result in an additional increment of demand for wastewater treatment capacity. According to the best available data, there is expected to be sufficient wastewater treatment capacity to handle the additional increment generated by this Project within the existing system. The collection and treatment systems are also addressed in responses P.a and P.b above. Because impacts are minor and incremental, they are considered to be less than significant. Other than the standard mandatory connection and services fees and installation of onsite utility infrastructure, no additional mitigation is required.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Less Than Significant Impact

Beach Resort & Beach Park

The proposed Project will generate demand for solid waste service system capacity and has a potential to contribute to potentially significant cumulative demand impacts on the solid waste system. The proposed Project will generate demand for solid waste service system capacity.

According to the Section 3.16, "Utilities and Service Systems," of the GPEIR, implementation of the General Plan will result in population increases and increases in commercial, industrial and other non-residential uses which would potentially impact solid waste disposal services and the capacity of landfill facilities that serve the City. As shown in Table 3.16-12, *Projected Increase in Solid Waste Generation – General Plan Buildout – 2030*, of the GPEIR, implementation of the General Plan would generate an additional 719 tons per day of solid waste, or 175,493 tons of solid waste per year at buildout. However, pursuant to the Integrated Waste Management Act, the State of California has established 50 percent as the minimum waste reduction rate for all cities. According to the California Department of Resources Recycling and Recovery's "Jurisdictional Profile for City of Lake Elsinore", the City had a diversion rate of 50 percent in 2006. Compliance with State law will result in a minimum of 50 percent of the estimated increase in City's generated solid waste being diverted from landfills.

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

The Project is not expected to create solid wastes other than typical municipal solid waste consistent with the

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

g) Comply with federal, state, and local statutes and regulations related to solid waste? Less Than Significant Impact

Beach Resort & Beach Park

The Project will comply with federal, state, and local statutes and regulations related to solid waste. Please refer to Response P.f., above. The Project does not any propose activities that would conflict with the any applicable programmatic requirements. In addition, any future development shall comply with construction and debris removal and recycling requirements and shall contract with the City's waste hauler/franchisee for all bins and their removal in accordance with City Ordinance. As a result, the Project will comply with all of the applicable requirements and any impacts will be less than significant. No additional mitigation measures are required.

MITIGATION MEASURES

None required.

Q. MANDATORY FINDINGS OF SIGNIFICANCE

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

a-c) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory; have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.); and/or, have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? Less Than Significant Impact with Mitigation Incorporation

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

V. PERSONS AND ORGANIZATIONS CONSULTED

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

A. CITY OF LAKE ELSINORE

- Justin Kirk, Principal Planner

B. ENVIRONMENTAL CONSULTANTS

- RK Engineering Group, Inc. (Traffic)
- Mike Medofer (Hydrology, Water Quality Management Plan)
- Manée Consulting (Palm Tree)
- Hernandez Environmental Services (Biological)
- CRM Tech (Cultural, Paleontological)
- GeoSoils, Inc. (Geotechnical and Phase 1 Environmental)
- Giroux & Associates (Air Quality, Greenhouse Gasses, and Noise)

C. OTHER AGENCY REPRESENTATIVES

None.

MITIGATED NEGATIVE DECLARATION 2016-___– City of Lake Elsinore

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

Project Name: Wake Rider Beach Resort: Commercial Design Review (CDR 2011-03), Conditional Use Permit (CUP 2011-03), (Conditional Use Permit (CUP 2012-06), Commercial Design Review (CDR 2016-03), and Tentative Parcel Map 35869.

Project Applicant: John Gamble, 612 Tranquility Glen, Escondido, CA 92027

Project Locations: Beach Resort: East side of Grand Avenue (State Route-74) between Macy Street and Serena Grand Avenue (State Route-74) adjacent to Lake Elsinore; Assessor's Parcel Number of 381-030-005.

Beach Park: Mark Avenue to the southwest, Lake Elsinore to the northeast, a boat and recreational vehicle storage yard to the northwest, and residential property to the southeast; Assessor's Parcel Number 381-040-005.

Project Description: **Beach Resort:** Five (5) buildings totaling 65,335 square feet, with associated on-site and off-site improvements, including hardscape and landscaping. More specifically, the on-site Project improvements consists of a 4,322 square foot retail/office building, three (3) buildings 18,246 square feet, 18,971 square feet and 15,911 square feet for a proposed 50-suite hotel (with swimming pool), and a 7,885 square foot restaurant. In addition, there will be a 15-berth dock.

Beach Park: A 15-berth dock, boat launch ramp, 47 space parking lot (auto, boat, trailer, RV, and handicapped), a 484 square foot bathhouse, a 1,584 square foot garage with storage, picnic tables and BBQ grills, and landscaping. The Beach Park property will be gated with card key access solely for the Beach Resort patrons.

FINDING

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

☐ The Initial Study shows that there is no substantial evidence that the project may have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☒ The Initial Study identifies potentially significant effects but:

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

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

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

A MITIGATED NEGATIVE DECLARATION will be prepared.

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

Street, Lake Elsinore, CA 92530.

NOTICE

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

2/10/16

Date of Determination

Justin Kirk for Grant Taylor, Director of Community Development

ATTACHMENT A - FIGURES

Figure 1 – Location Map

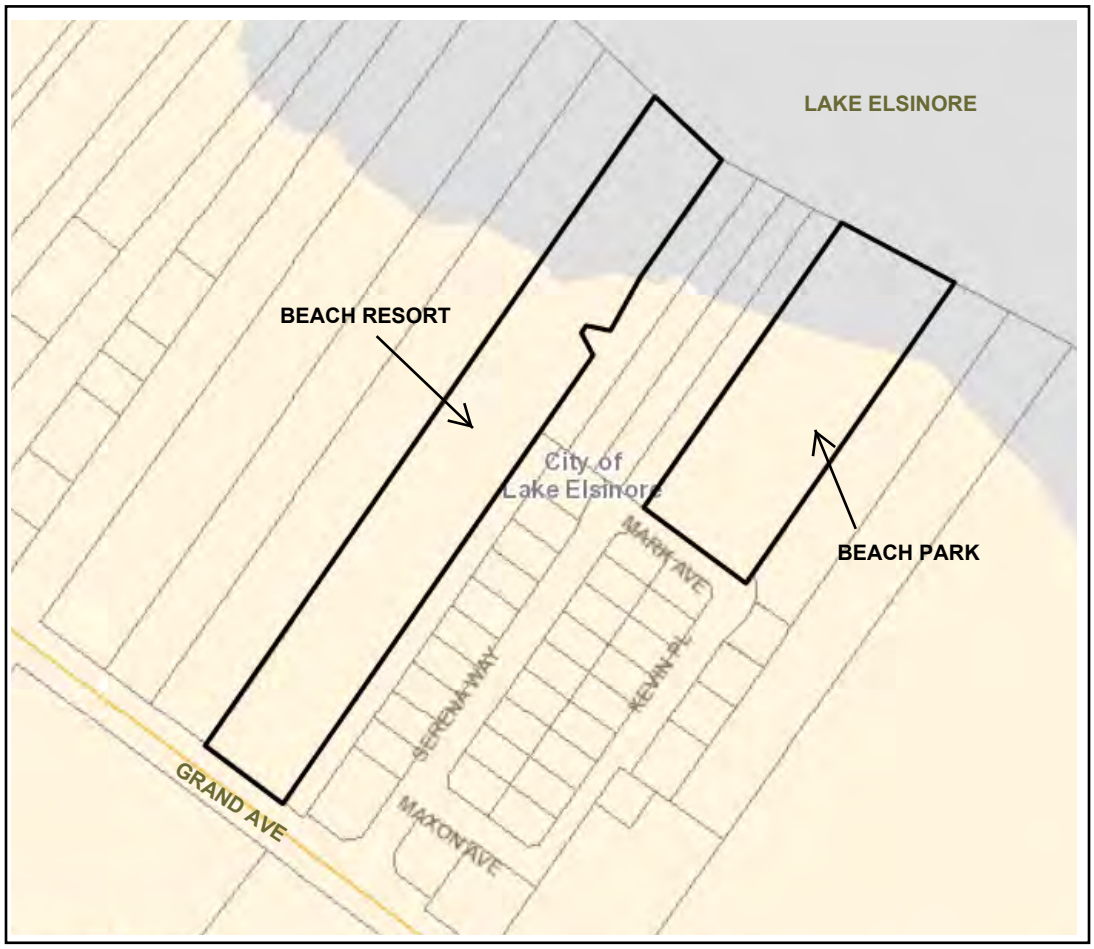


Figure 2A – Site Plan - Beach Resort, Lakefront Portion

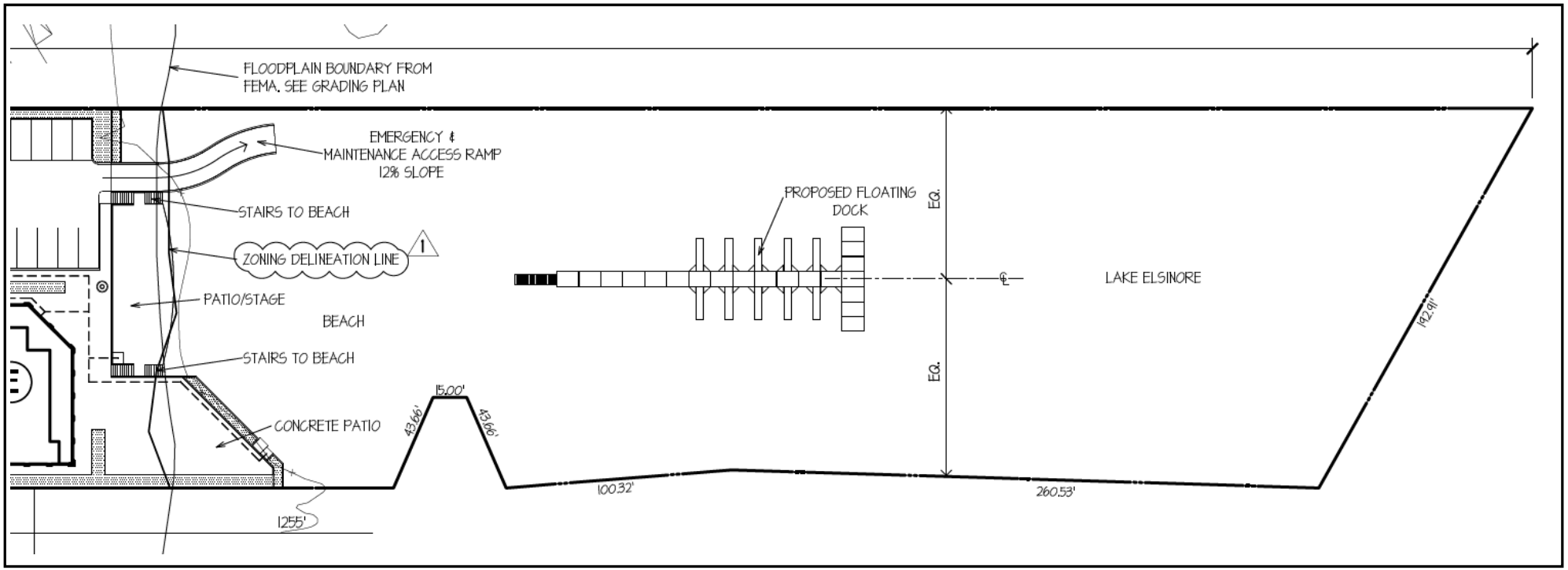


Figure 2B – Site Plan - Beach Resort, Grand Avenue Fronting Portion

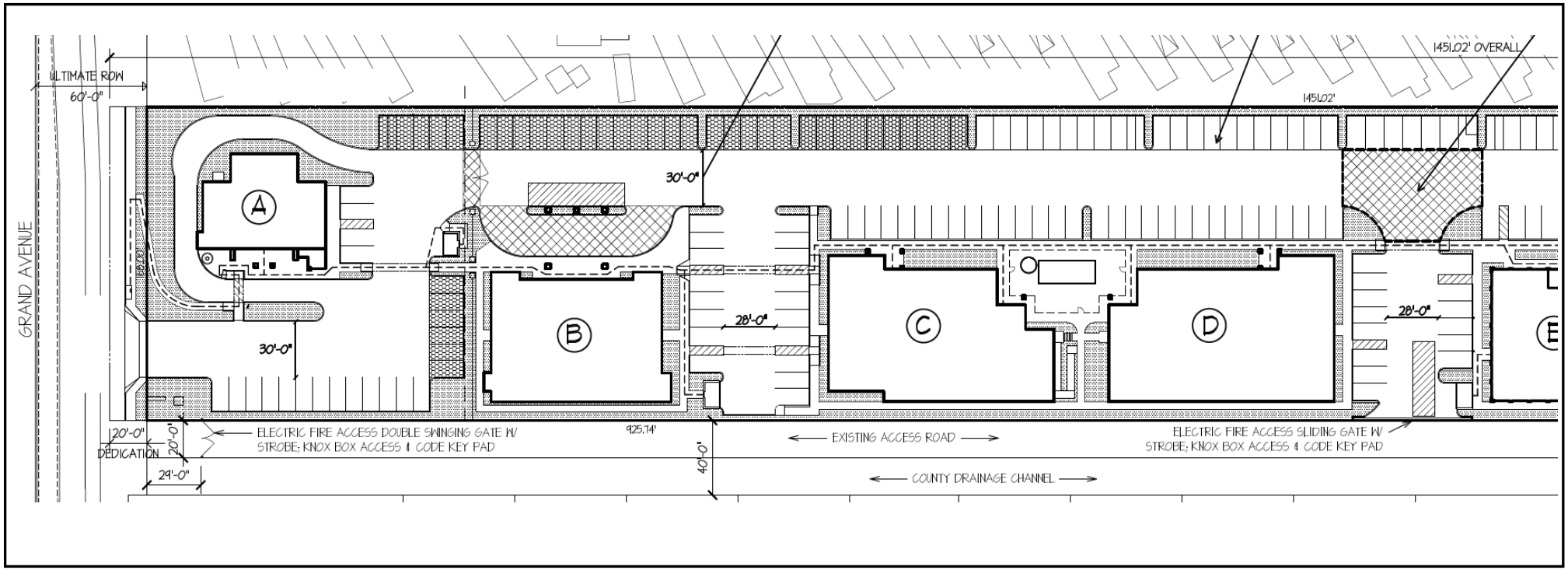


Figure 3 – Beach Resort, Conceptual Grading Plan

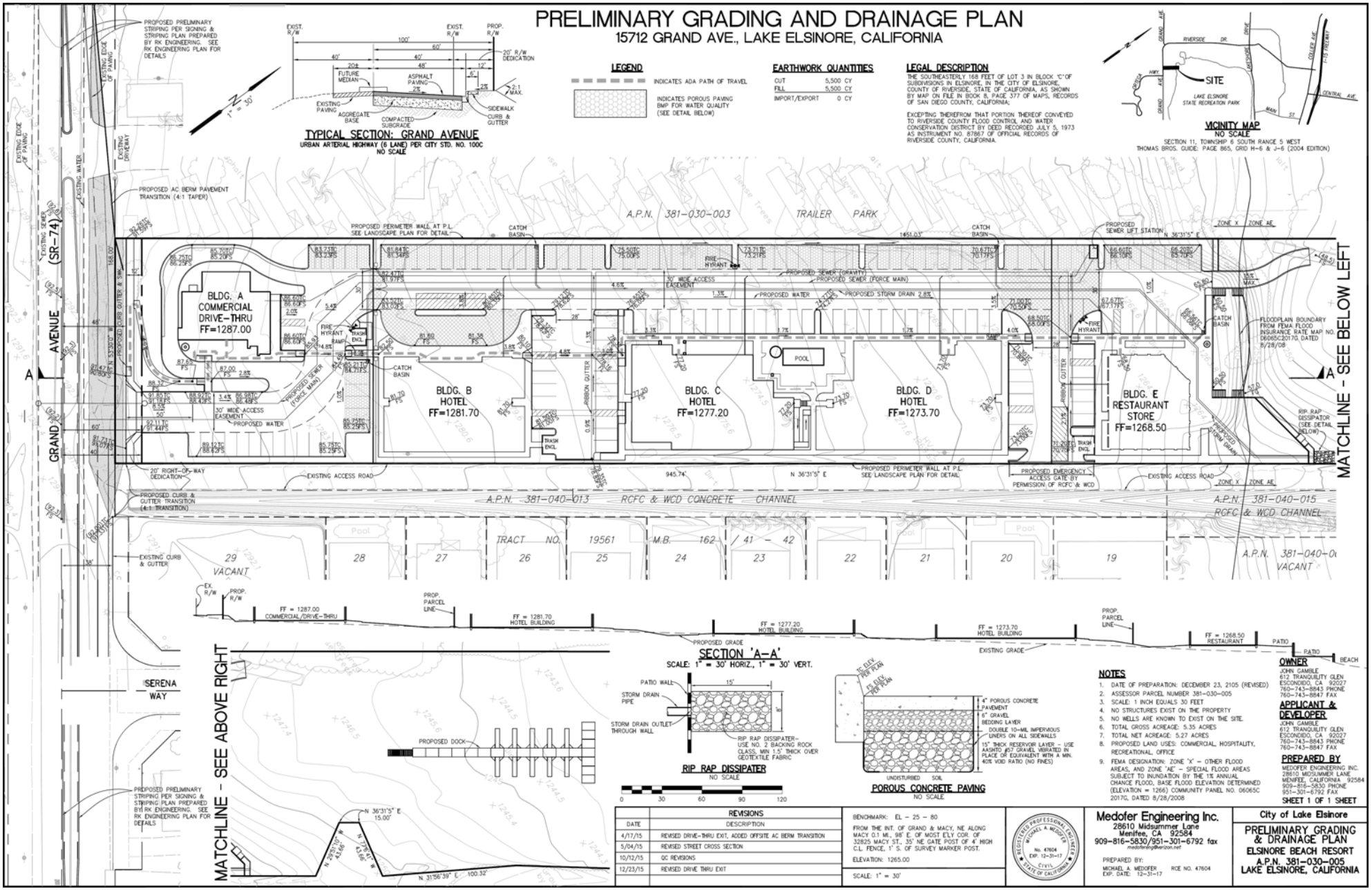


Figure 4 – Dock Details

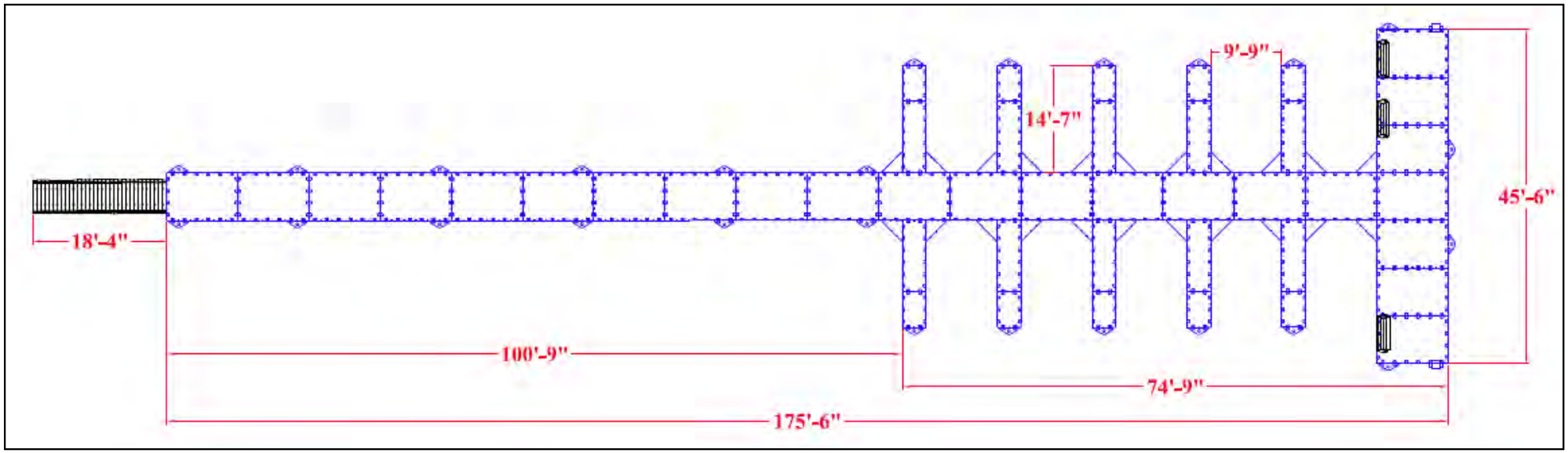
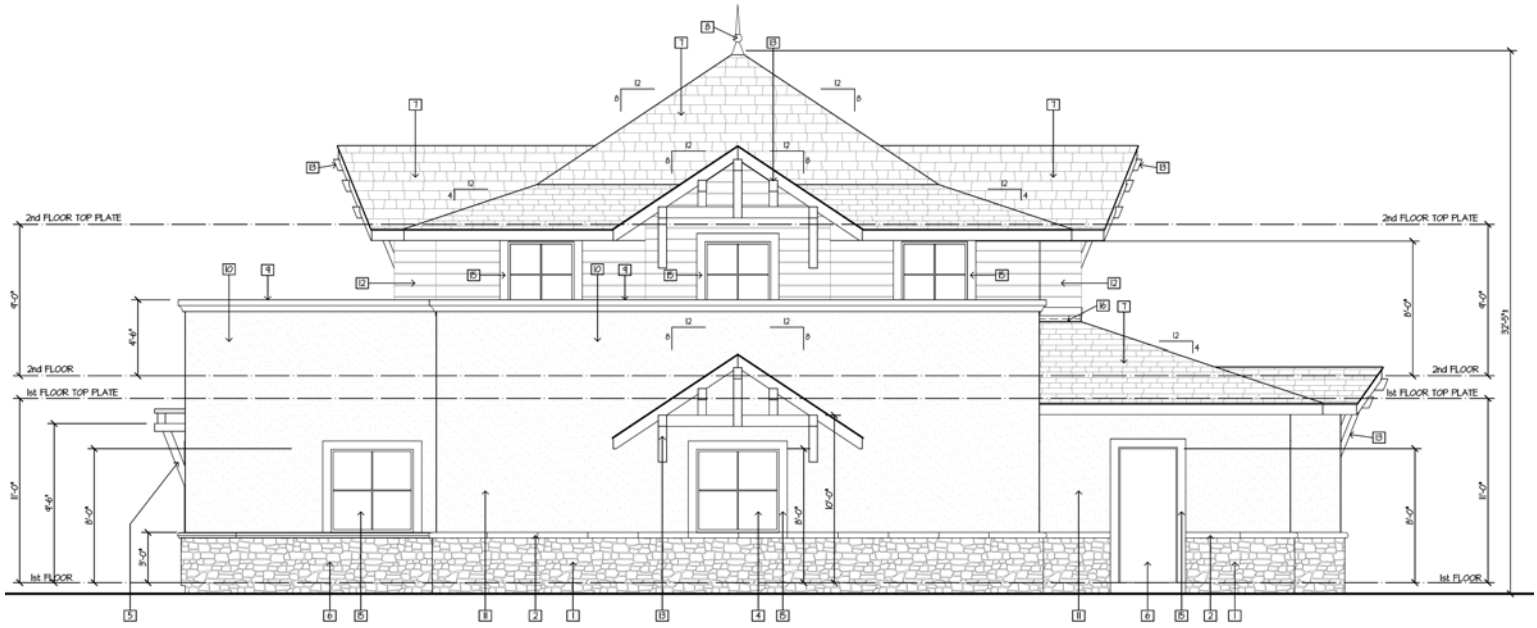


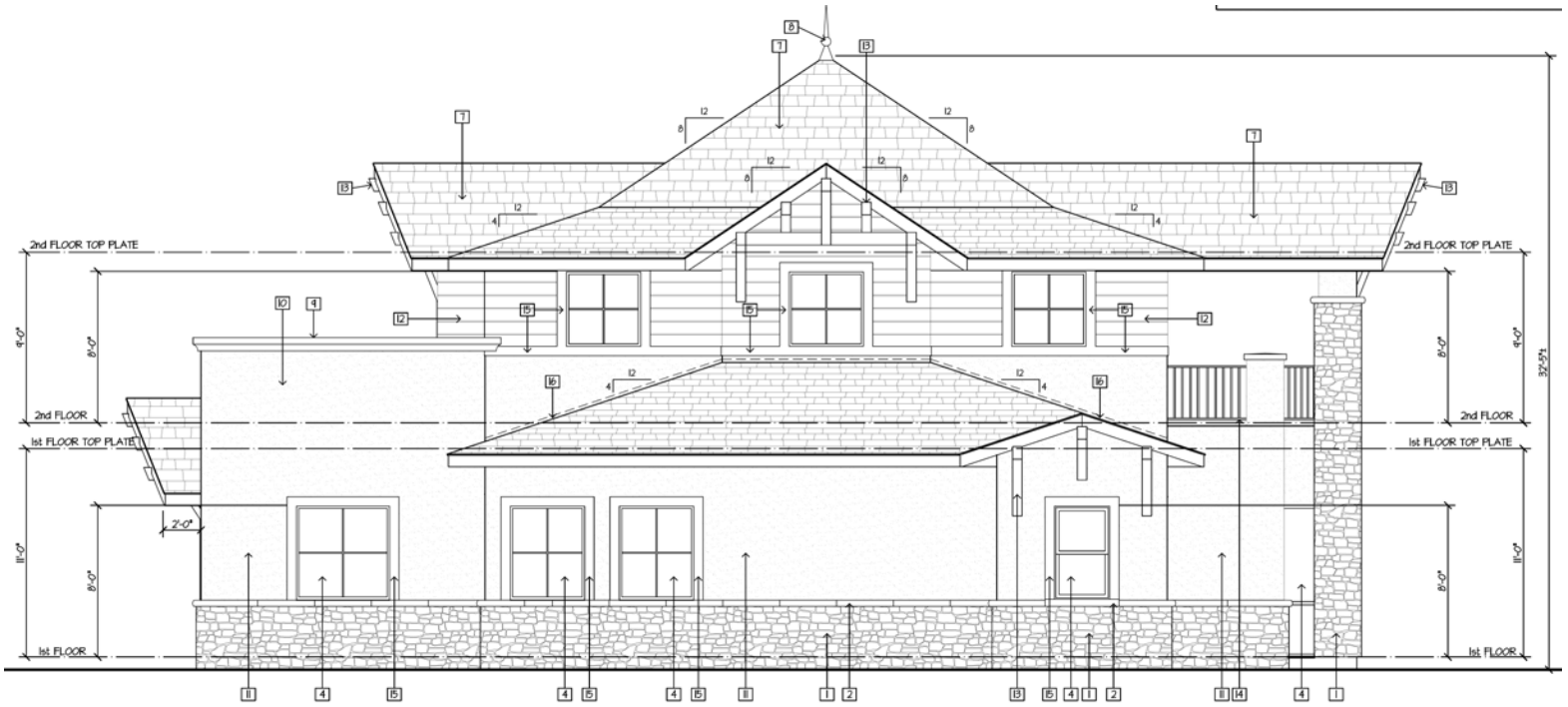
Figure 5A – Elevations (Building A)

FRONT ELEVATION

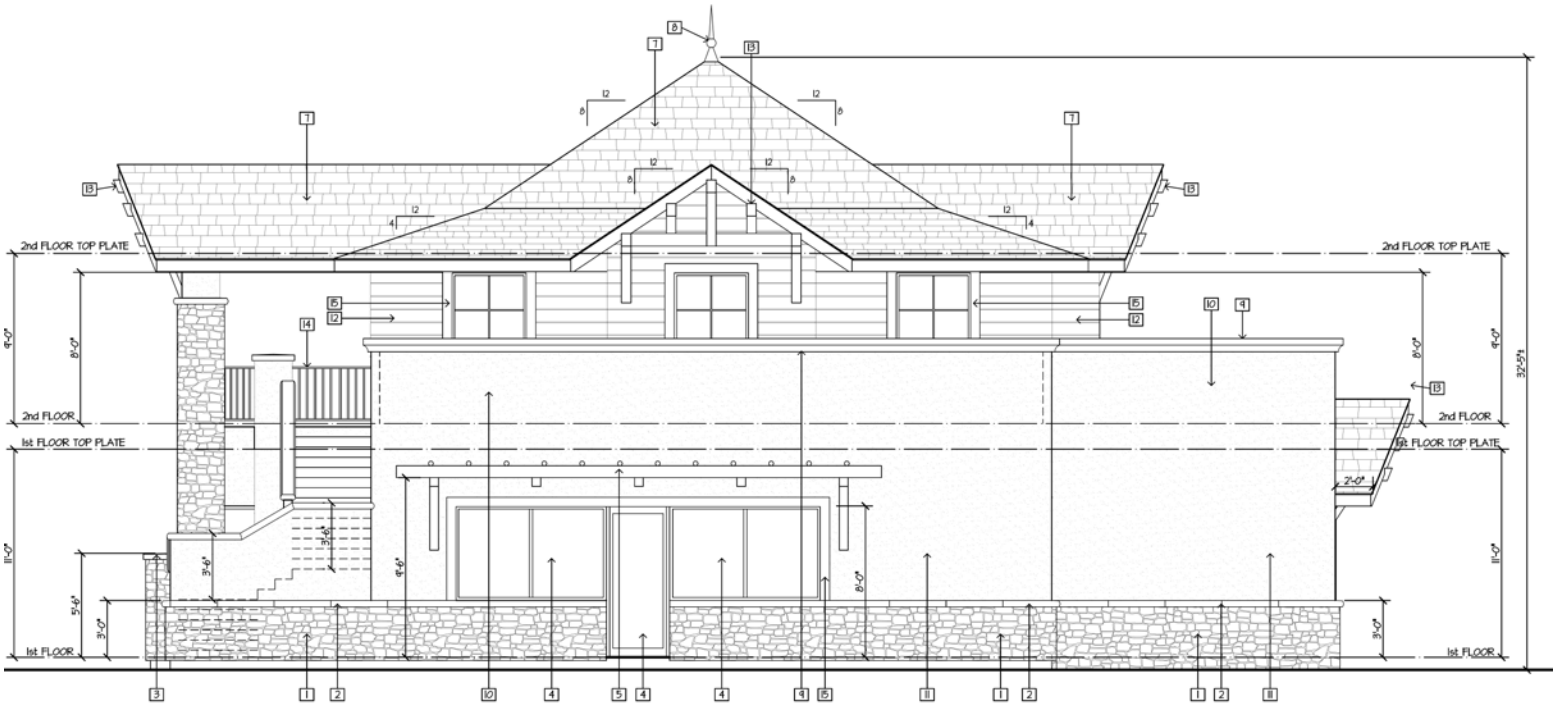


REAR ELEVATION

Figure 5A – Elevations (Building A, continued)



LEFT ELEVATION



RIGHT ELEVATION

Figure 5B – Elevations (Building B)

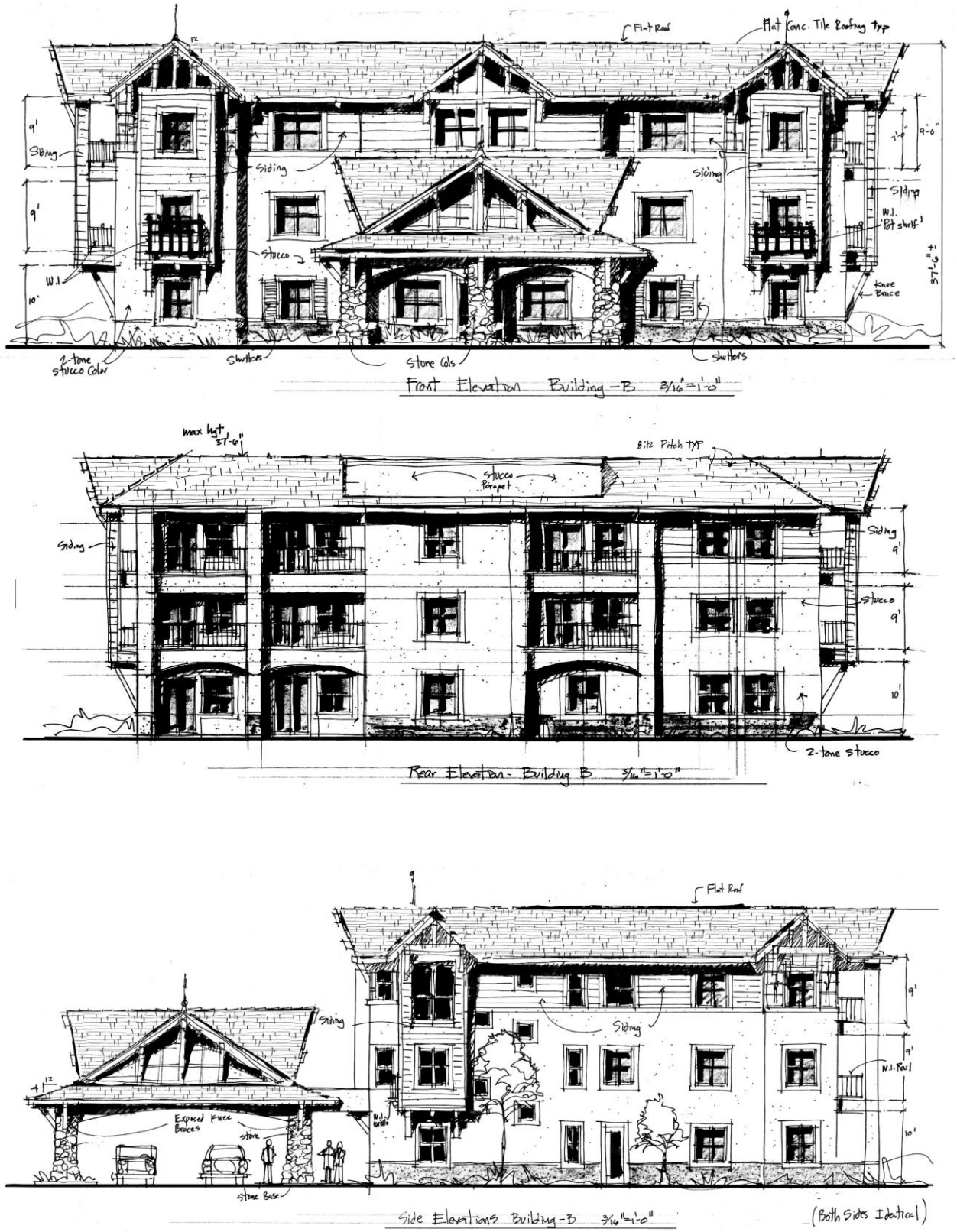


Figure 5C – Elevations (Building C)

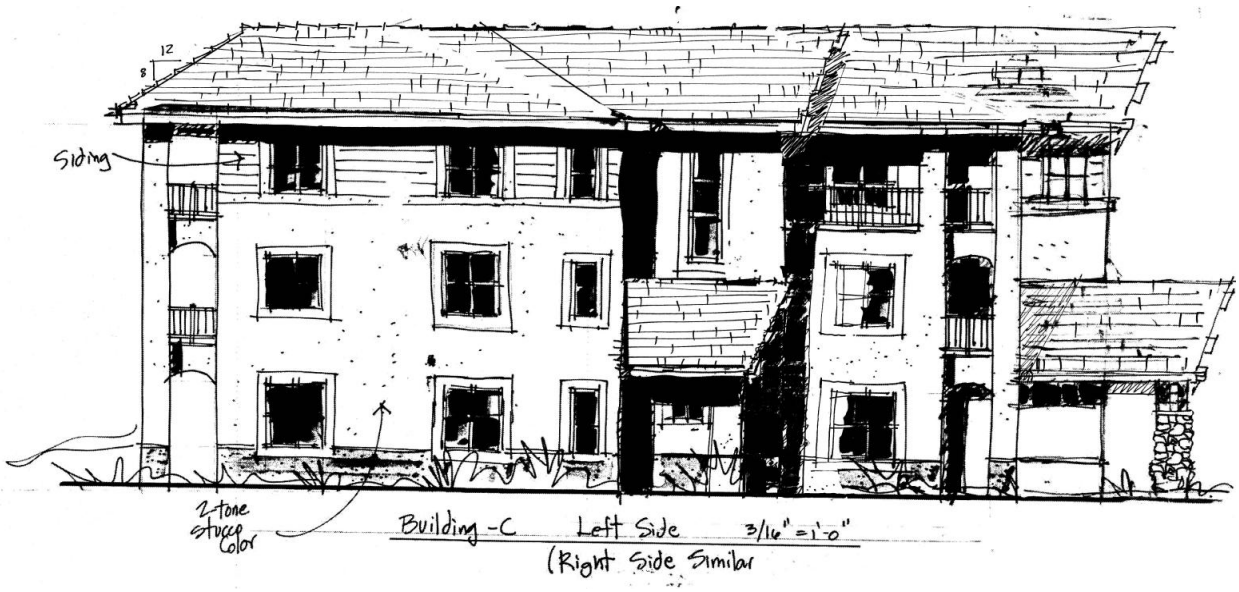
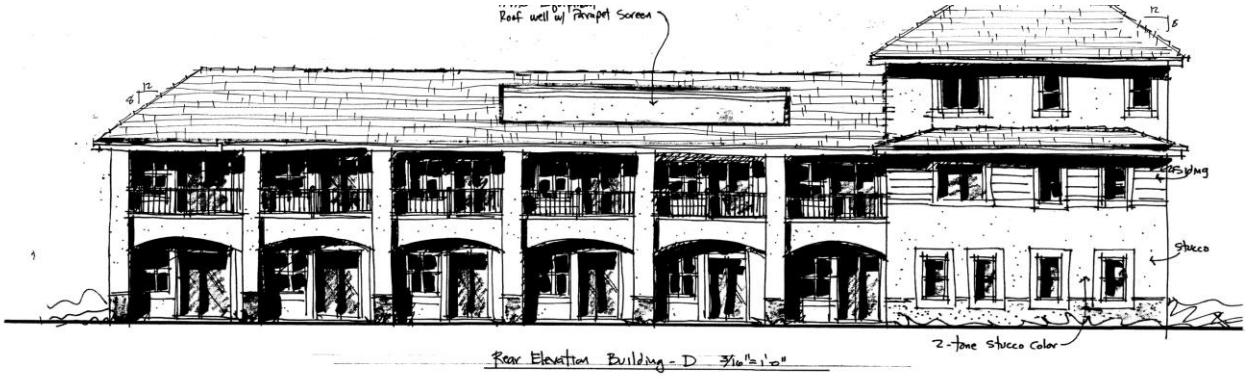


Figure 5D – Elevations (Building D)



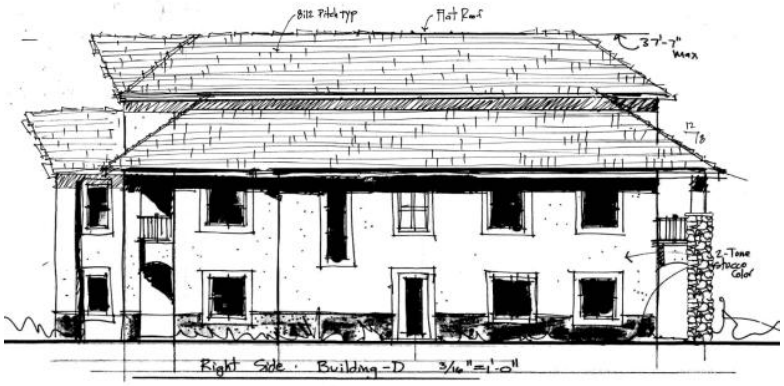
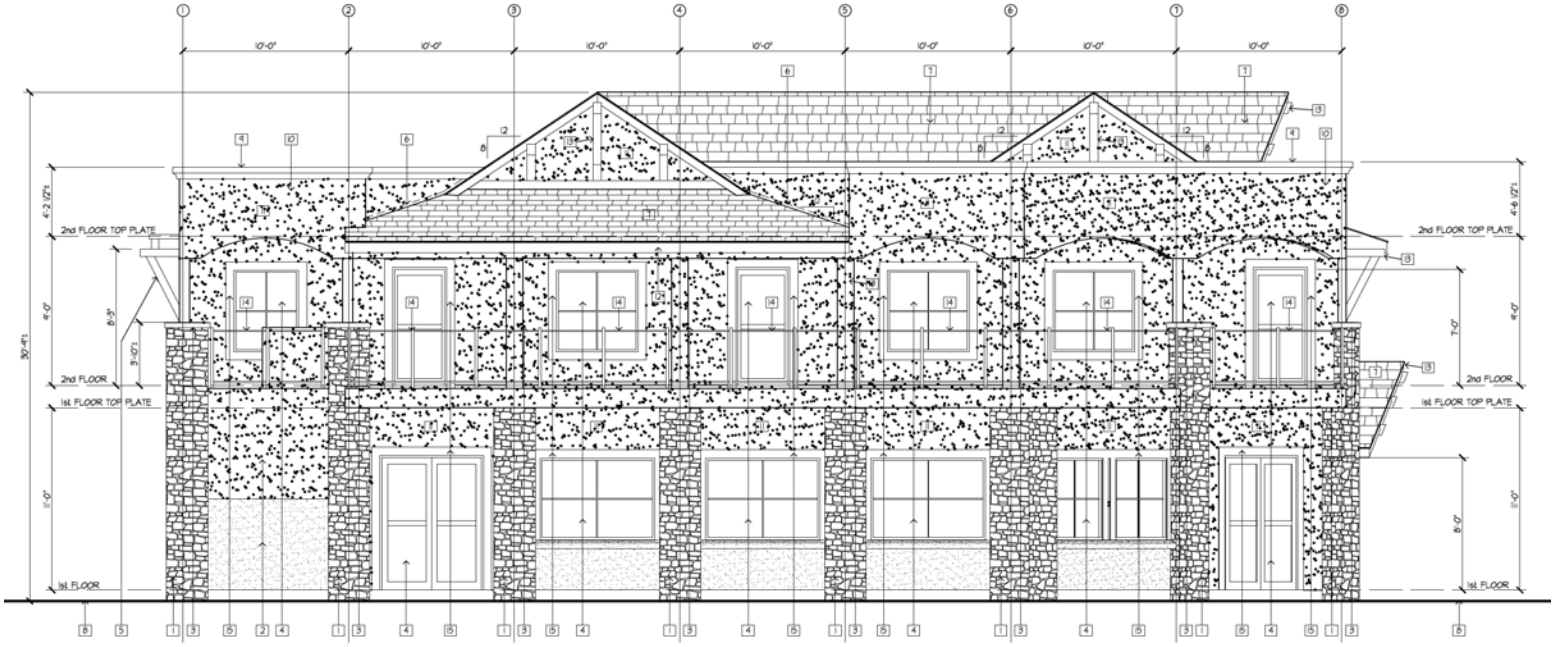


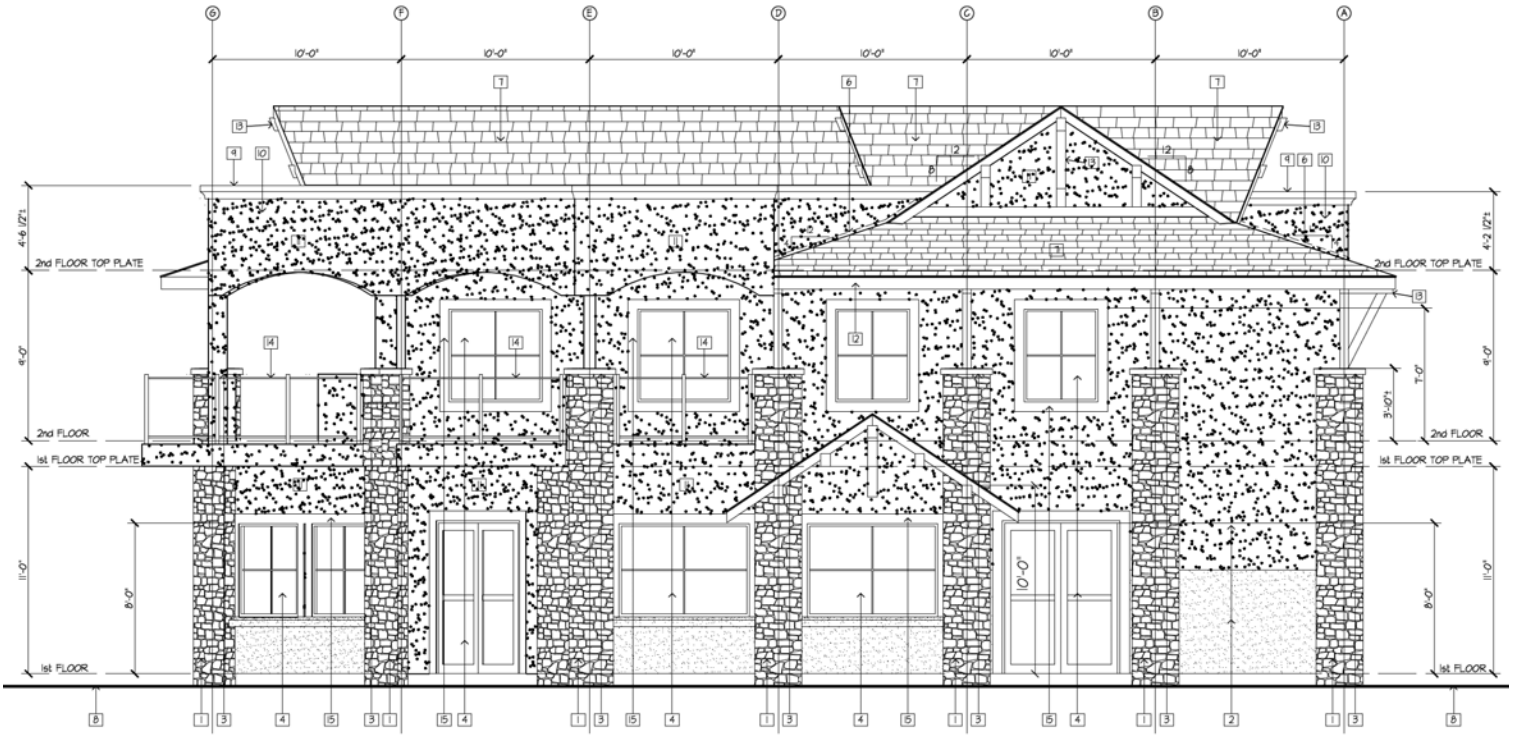
Figure 5E – Elevations (Building E)



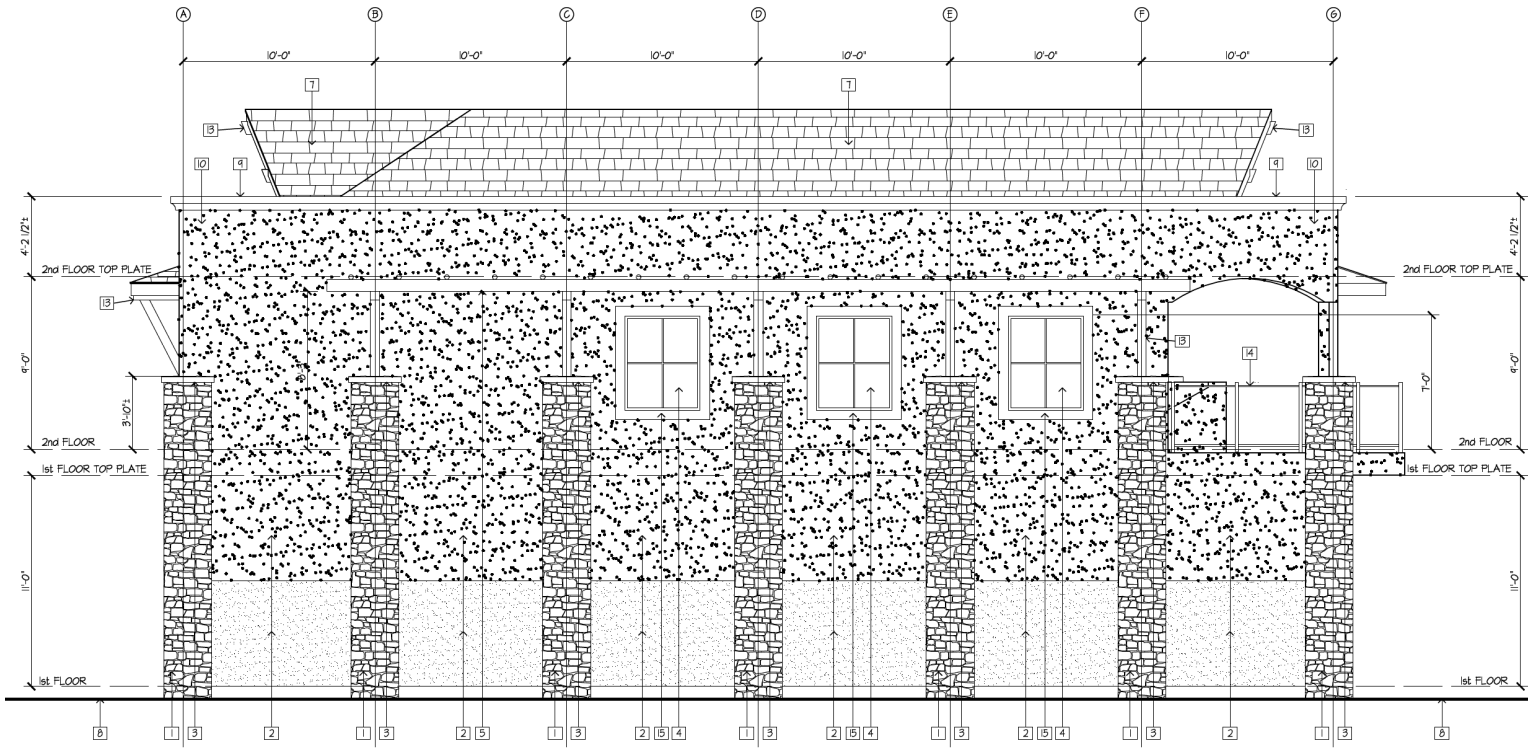
FRONT ELEVATION

REAR ELEVATION

Figure 5E – Elevations (Building E, continued)



RIGHT ELEVATION



LEFT ELEVATION

Figure 6 – Tentative Parcel Map (TPM 35869)

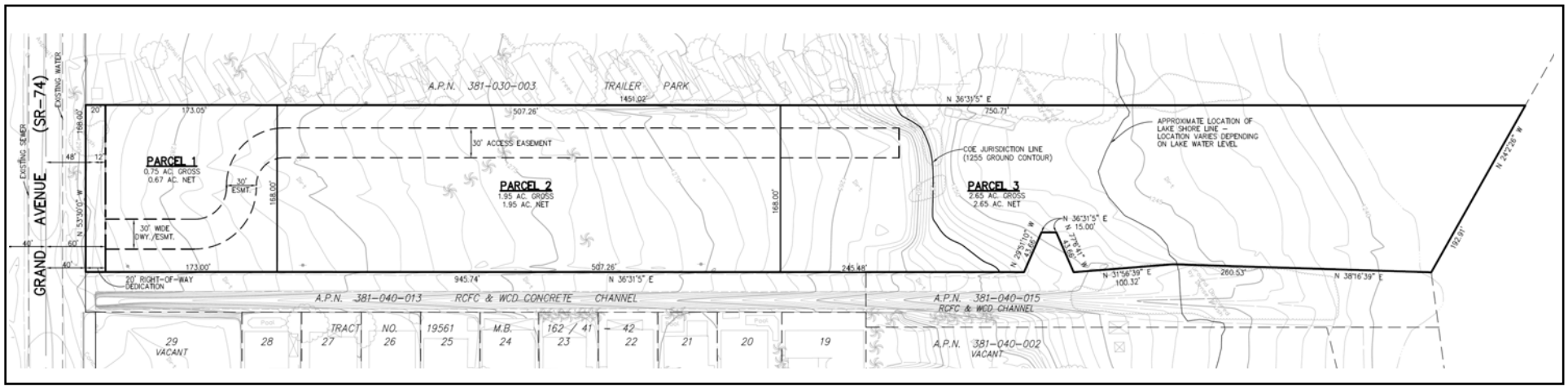


Figure 7 – Site Plan - Beach Park

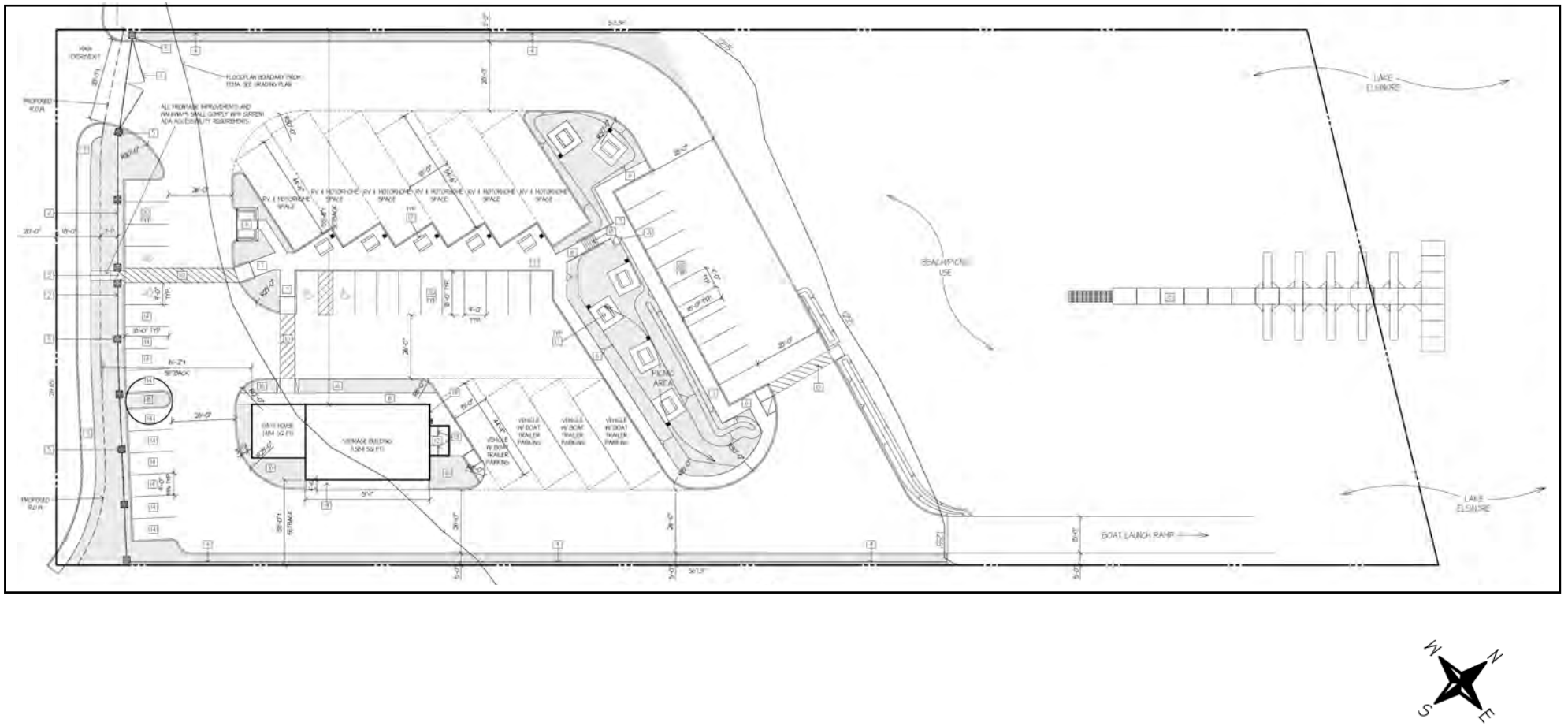


Figure 8– Beach Park, Conceptual Grading Plan

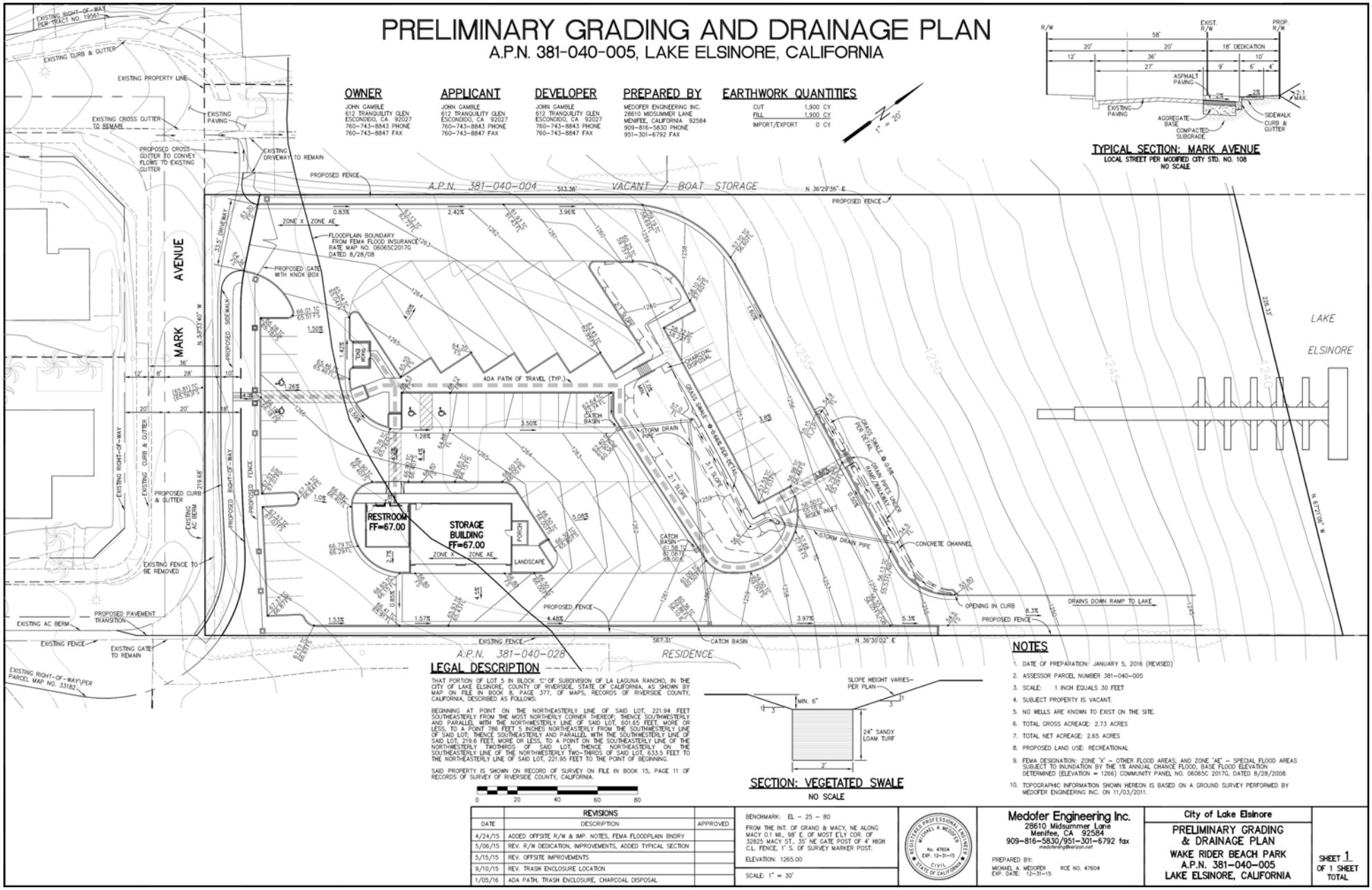
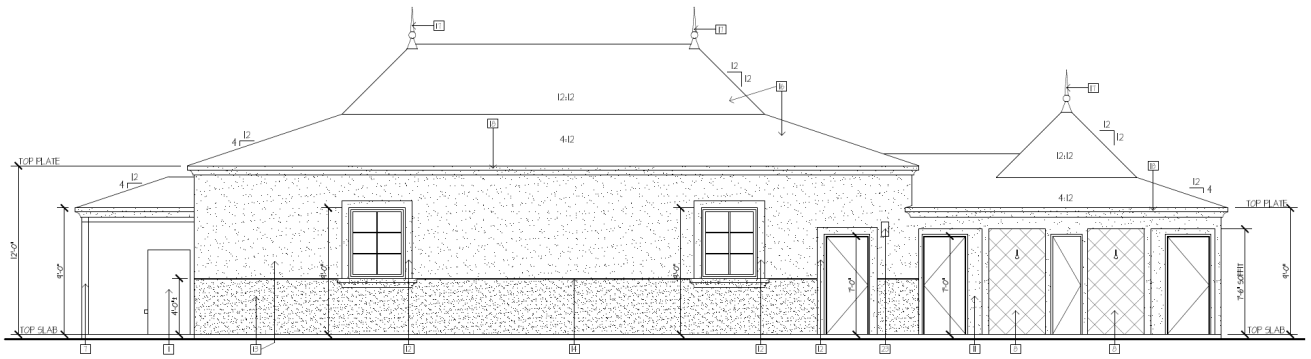
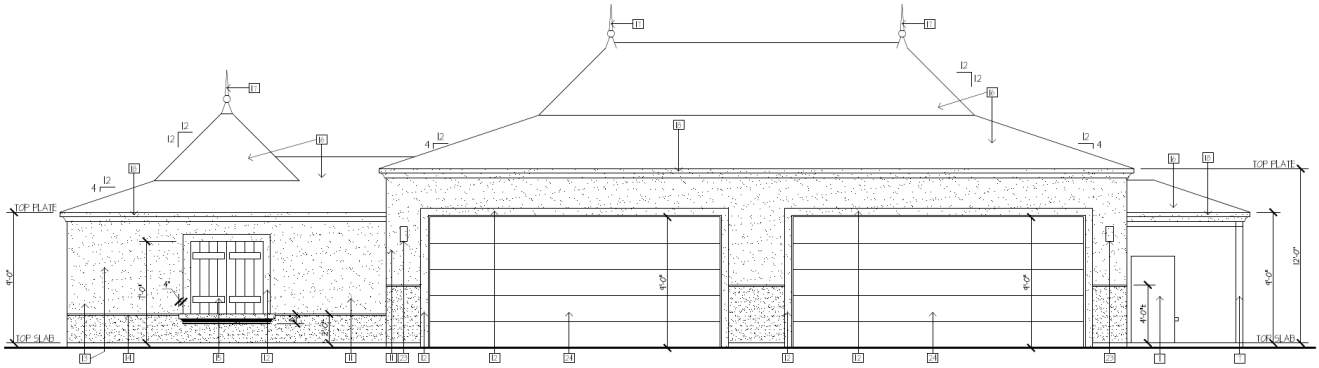


Figure 9 – Elevations (Bath House and Storage Building)



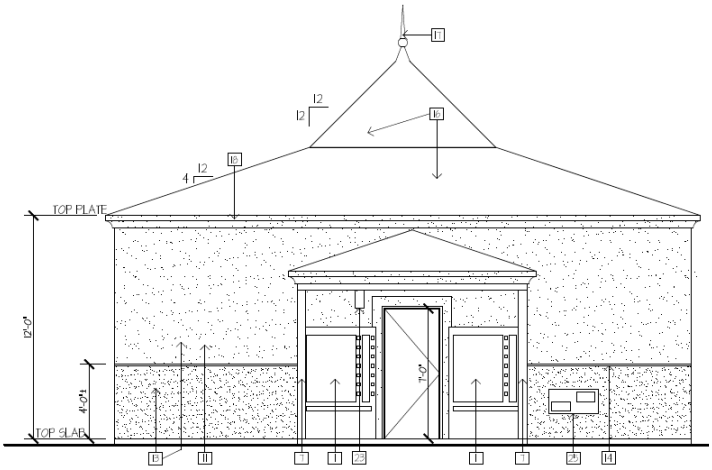
FRONT ELEVATION

1/4" = 1'-0"



REAR ELEVATION

1/4" = 1'-0"



RIGHT SIDE

1/4" = 1'-0"

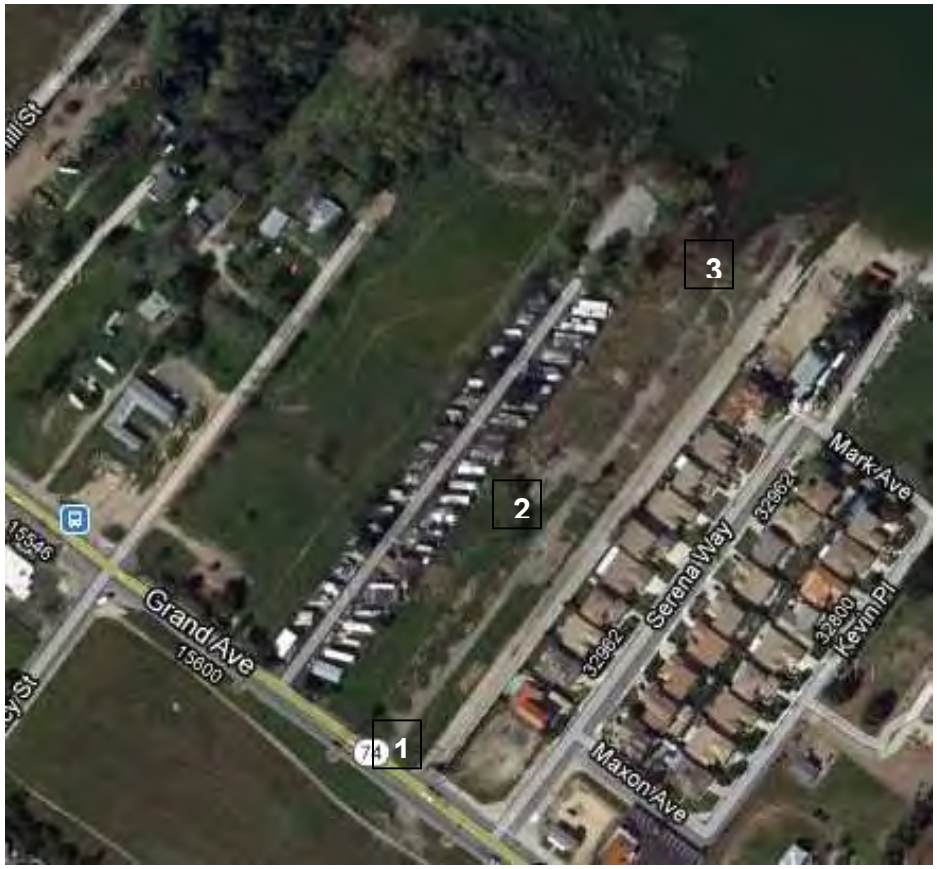
LEFT SIDE

1/4" = 1'-0"

ATTACHMENT B1

BEACH RESORT
SITE PHOTOGRAPHS

Site Photos
Beach Resort



Key Map

1 County drainage channel south of property

1 Western property line

1 View facing east

1 View facing east

1 View facing west

1 View facing south

3 View facing east

3 View facing southeast

2 View facing northeast

1 Property line adjacent to drainage channel

2 View facing west

2 View facing west

2 View facing south

2 View facing east

2 View facing north

3 View facing northeast

3 View facing northeast

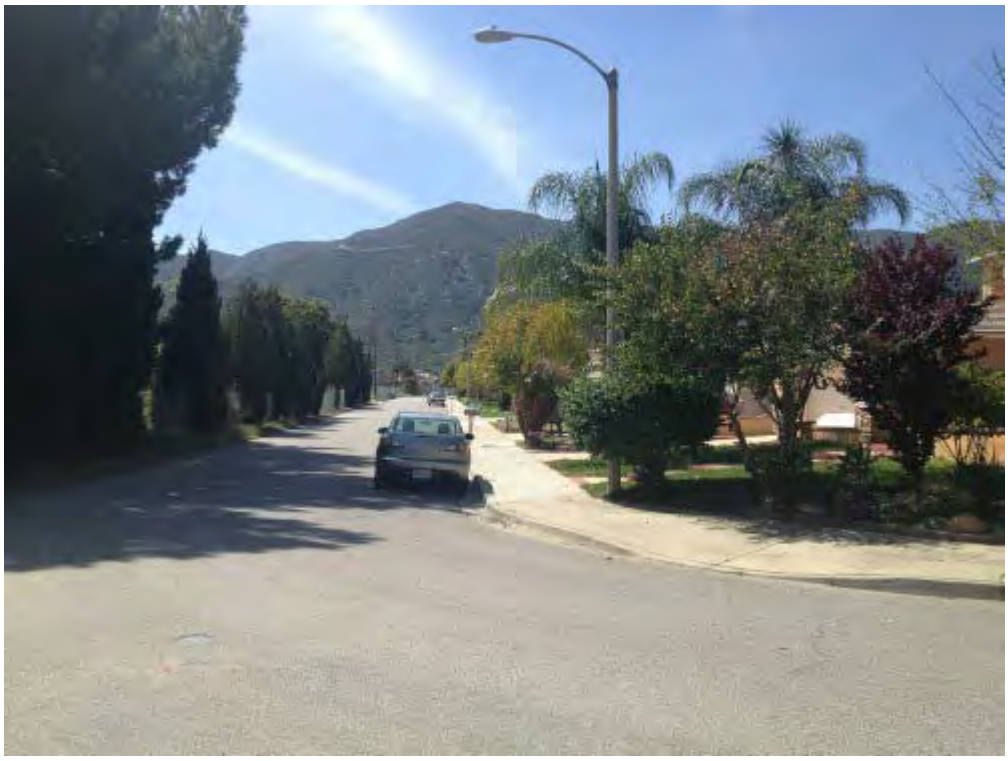
3 View facing east

ATTACHMENT B2

BEACH PARK
SITE PHOTOGRAPHS

Site Photos
Beach Park

Key Map



1 facing west

1 facing north

1 facing northeast

1 facing east

2 facing east

2 facing south

3 facing northeast

3 facing east

3 facing southeast

3 facing southwest

3 facing west

3 facing northwest

4 facing north

4 facing northwest

4 facing southeast

4 facing south

4 facing south

5 facing northwest

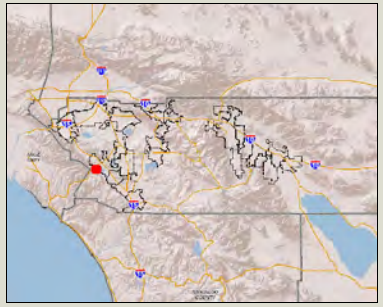
5 facing west

5 facing southwest

ATTACHMENT C

FARMLAND

Farmland



Legend

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

0 1,117 2,234 Feet

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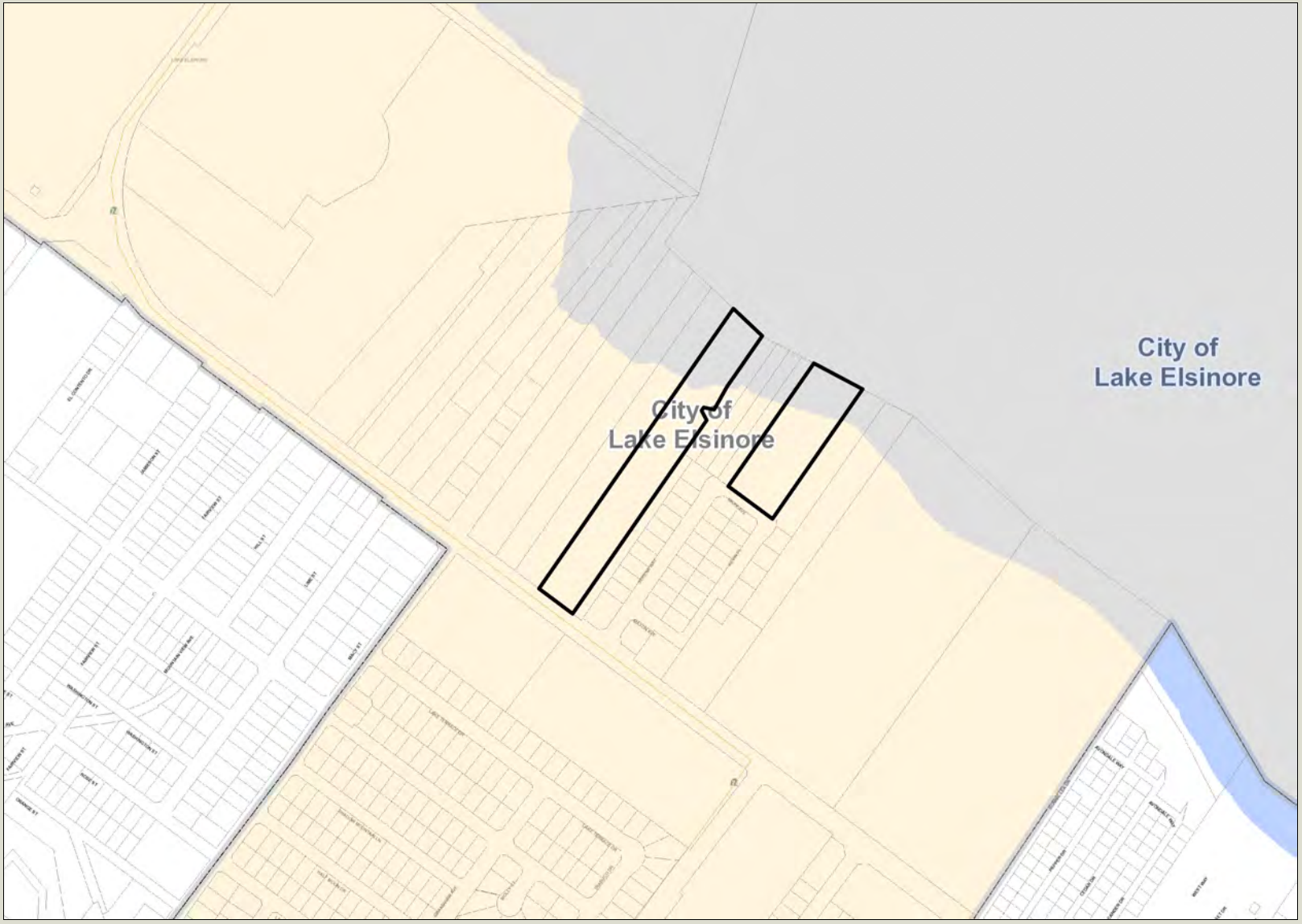
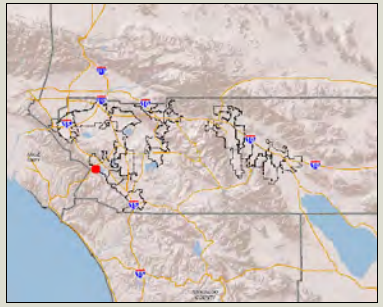
Notes

ATTACHMENT D

AGRICULTURAL PRESERVE/WILLIAMSON ACT

AGRICULTURAL PRESERVES/WILLIAMSON ACT





Legend

- Display Parcels
- Agricultural Preserve
- Intake Boundaries
  - <all other values>
  - NO
  - UNKNOWN
  - YES
- Historic Preservation Districts I
- City Boundaries
- Cities
- roadsanno
- highways
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - OFFRAMP
  - ONRAMP
  - USHWY
- counties
- cities
- hydrographylines
- waterbodies
  - Lakes
  - Rivers

0 726 1,451 Feet

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Notes