

SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



ITEM
18.2
(ID # 4922)

FROM : TLMA-PLANNING:


MEETING DATE:

Tuesday, October 17, 2017

SUBJECT: TRANSPORTATION & LAND MANAGEMENT AGENCY/PLANNING: PUBLIC HEARING ON CHANGE OF ZONE NO. 7911, CONDITIONAL USE PERMIT NO. 3733 FAST TRACK NO. 2016-07 – Intent to Adopt a Mitigated Negative Declaration – Applicant: K-1 Speed, Inc. – Engineer/Representative: MDMG - Third Supervisorial District – Winchester Zoning Area – Harvest Valley/Winchester Area Plan- Rural: Rural Mountainous (R - RM) and Community Development: Light Industrial (CD - LI) - Location: North of Grand Avenue and east of Highway 79 - Zoning: Rural Residential (RR) - 49.63 Gross Acres - REQUEST: Change of Zone No. 7911 proposes to change the zoning classification on a portion of the project site from Rural Residential (R-R) to Manufacturing-Service Commercial (M-SC). Conditional Use Permit No. 3733 proposes an outdoor go-kart course with two designated tracks, an onsite garage, and an administration building on 49.63 gross acres. The administration building will consist of 14,023 square feet and two (2) stories in height. The first floor will consist of a reception desk, pro-shop, kart shop/maintenance area, restroom, storage areas, an office, a medical office, and the kart garage facility. The second floor will have an observation patio, observation deck, outdoor patio, café, preparation room, steward office, restroom and a lounge, observation tower, and a private gathering area. The facility will also have an outdoor grandstand area for the observation of kart races. Furthermore, the project site is also anticipating special quarterly events for larger events. APNs 461-110-003, 461-110-004, 461-110-005, and 461-110-006. (17.1 09/19/2017)

RECOMMENDED MOTION: That the Board of Supervisors:

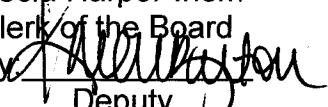
ACTION:


Charles Leach, Assistant TLMA Director 8/22/2017

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Washington, seconded by Supervisor Perez and duly carried, IT WAS ORDERED that the above matter is tentatively approved as recommended, and staff is directed to prepare the necessary documents for final action.

Ayes: Jeffries, Washington, Perez and Ashley
Nays: None
Absent: Tavaglione
Date: October 17, 2017
xc: Planning

Kecia Harper-Ihem
Clerk of the Board
By 
Deputy

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA**

RECOMMENDED MOTION: That the Board of Supervisors:

1. **ADOPT a MITIGATED NEGATIVE DECLARATION for ENVIRONMENTAL ASSESSMENT NO. 42850**, based on the findings incorporated in the initial study and the conclusion that the project will not have a significant effect on the environment; and,
2. **TENTATIVELY APPROVE CHANGE OF ZONE NO. 7911**, that changes the zoning classification on a portion of the project site from Rural Residential (R-R) to Manufacturing–Service Commercial (M-SC), in accordance with Exhibit 3 based on the findings and conclusions in the staff report and subject to the adoption of the zoning ordinance by the Board of Supervisors; and,
3. **APPROVE CONDITIONAL USE PERMIT NO. 3733**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report.

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$ N/A	\$ N/A	\$ N/A	\$ N/A
NET COUNTY COST	\$ N/A	\$ N/A	\$ N/A	\$ N/A
			Budget Adjustment:	N/A
			For Fiscal Year:	N/A

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

CHANGE OF ZONE NO. 7911 proposes to change the zoning classification on the western portion of the project site from Rural Residential (R-R) to Manufacturing–Service Commercial (M-SC). The proposed project will solely be located within the Manufacturing–Service Commercial zone.

CONDITIONAL USE PERMIT NO. 3733 proposes an outdoor go-kart course with two designated tracks, an onsite garage, and an administration building on 49.63 gross acres. The administration building will consist of 14,023 square feet and two (2) stories in height. The first floor will consist of a reception desk, pro-shop, kart shop/maintenance area, restroom, storage areas, an office, a medical office, and the kart garage facility. The second floor will have an observation patio, observation deck, outdoor patio, café, preparation room, steward office, restroom and a lounge, observation tower, and a private gathering area. The facility will also have an outdoor grandstand area for the observation of kart races. Furthermore, the project site is also anticipating special quarterly events for larger events, which will attract people to bring RV's or trailers. No RV hook-ups are available at the project site.

The project site is located northerly of Grand Avenue and westerly of Highway 79. APNs: 461-110-003, 461-110-004, 461-110-005, and 461-110-006.

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA**

Impact on Residents and Businesses

The impacts of this project have been evaluated in the attached environmental assessment.

SUPPLEMENTAL:

Additional Fiscal Information

All fees are paid by the applicant. There is no General Fund obligation.

ATTACHMENTS:

- ATTACHMENT A – Exhibits**
- ATTACHMENT B – Environmental Assessment No. 42850**
- ATTACHMENT C – Conditions of Approval**
- ATTACHMENT D – Report Package**

VICINITY/POLICY AREAS

Date Drawn: 07/25/2017
Vicinity Map



Author: Vinnie Nguyen



DISPOSABLE. On October 1, 2020, the County of Riverside acquired a new, General Purpose, revolving loan used along with its for intergovernmental Riverside County funds. The new revolving loan was in a different type of loan (see above) provided for use for the same purpose. For further information, please contact the Finance Department and the Accounting Department. The County of Riverside County is located at 10000 Main Street, Riverside, CA 92504. The County of Riverside County is located at 10000 Main Street, Riverside, CA 92504. The County of Riverside County is located at 10000 Main Street, Riverside, CA 92504.

RIVERSIDE COUNTY PLANNING DEPARTMENT

CZ07911 CUP03733

Supervisor: Washington
District 3

LAND USE

Date Drawn: 07/25/2017
Exhibit 1



Zoning Area: Winchester

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3300 (Western County) or in Palm Desert at (760) 863-8277 (Eastern County) or Website <http://planning.rctmva.org>

RIVERSIDE COUNTY PLANNING DEPARTMENT

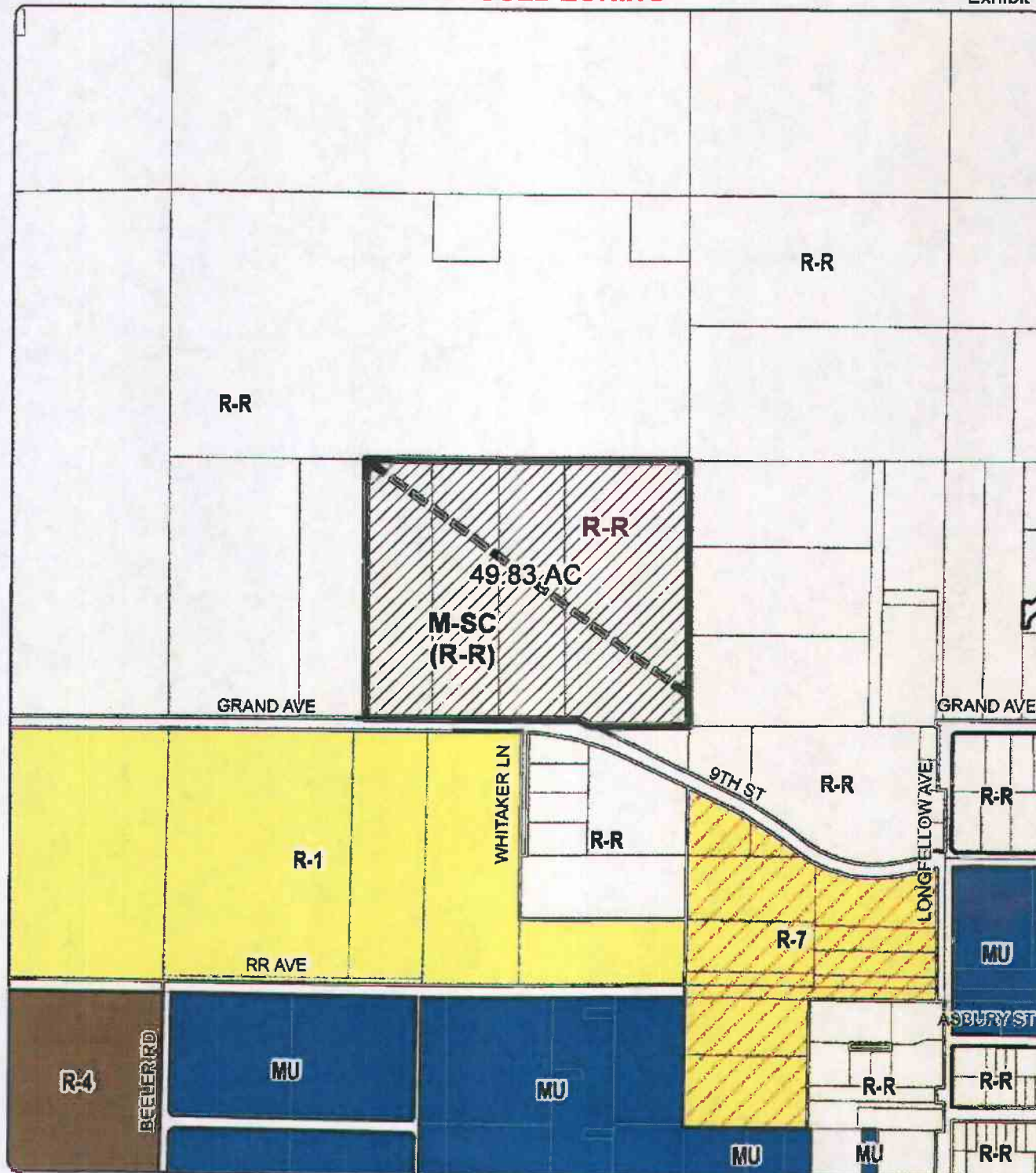
CZ07911 CUP03733

Supervisor: Washington
District 3

Date Drawn: 07/25/2017

Exhibit 3

PROPOSED ZONING



Zoning Area: Winchester

Author: Vinnie Nguyen

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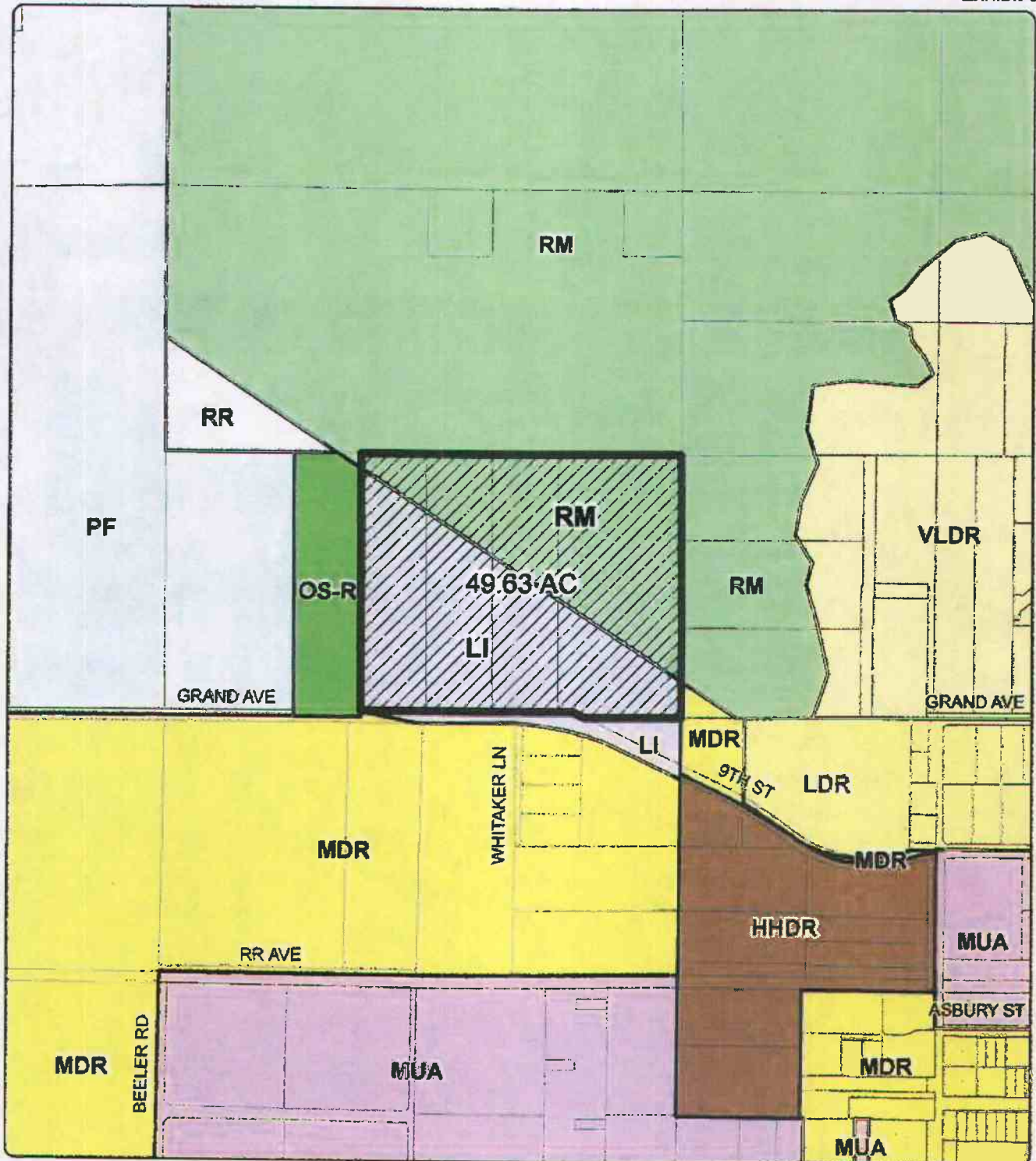
RIVERSIDE COUNTY PLANNING DEPARTMENT

CZ07911 CUP03733

EXISTING GENERAL PLAN

Supervisor: Washington
District 3

Date Drawn: 07/25/2017
Exhibit 5



Zoning Area: Winchester

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department's office in Riverside at (951) 956-3200 (Western County) or its Palm Desert at (760) 863-8277 (Eastern County) or Website <http://planning.rivinfo.org>

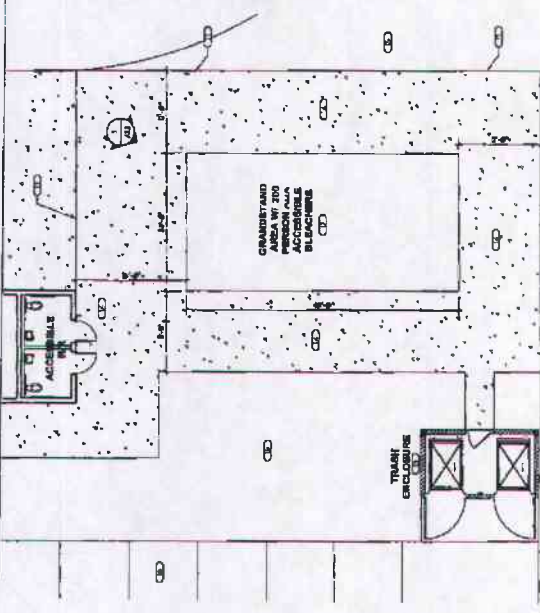
WEST ELEVATION
SCALE: 1/8" = 1'-0"



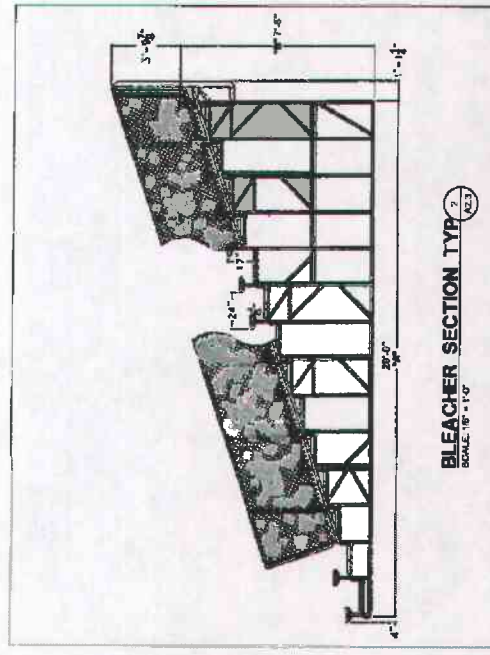
NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	08/14/2018	WAGNER	WAGNER
2	REVISION	08/14/2018	WAGNER	WAGNER
3	REVISION	08/14/2018	WAGNER	WAGNER
4	REVISION	08/14/2018	WAGNER	WAGNER
5	REVISION	08/14/2018	WAGNER	WAGNER
6	REVISION	08/14/2018	WAGNER	WAGNER
7	REVISION	08/14/2018	WAGNER	WAGNER
8	REVISION	08/14/2018	WAGNER	WAGNER
9	REVISION	08/14/2018	WAGNER	WAGNER
10	REVISION	08/14/2018	WAGNER	WAGNER

KEY NOTES

- 1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AND THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR STRUCTURAL STEEL CONSTRUCTION, LATEST EDITION.
- 2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AND THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR STRUCTURAL STEEL CONSTRUCTION, LATEST EDITION.
- 3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AND THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR STRUCTURAL STEEL CONSTRUCTION, LATEST EDITION.
- 4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AND THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR STRUCTURAL STEEL CONSTRUCTION, LATEST EDITION.
- 5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AND THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR STRUCTURAL STEEL CONSTRUCTION, LATEST EDITION.
- 6. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AND THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR STRUCTURAL STEEL CONSTRUCTION, LATEST EDITION.
- 7. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AND THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR STRUCTURAL STEEL CONSTRUCTION, LATEST EDITION.
- 8. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AND THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR STRUCTURAL STEEL CONSTRUCTION, LATEST EDITION.
- 9. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AND THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR STRUCTURAL STEEL CONSTRUCTION, LATEST EDITION.
- 10. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AND THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR STRUCTURAL STEEL CONSTRUCTION, LATEST EDITION.



1 SITE BLEACHER AREA
SCALE: 1/8" = 1'-0"



K1 Speed-Winchester 800 sq ft 300 person Aluminum Bleachers

2 BLEACHER LAYOUT
SCALE: 1/8" = 1'-0"

WAGNER
ARCHITECTS

8000 E. 1st Avenue, Suite 100
Denver, CO 80231
Phone: 303.733.7000
Fax: 303.733.7001
www.wagnerarchitects.com



K1 SPEED - WINCHESTER
GRAND AVENUE WINCHESTER, CA 92396



COLOR ELEVATIONS	
1	2
3	4
5	6
7	8
9	10
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99	100

A3.1



NORTH ELEVATION
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



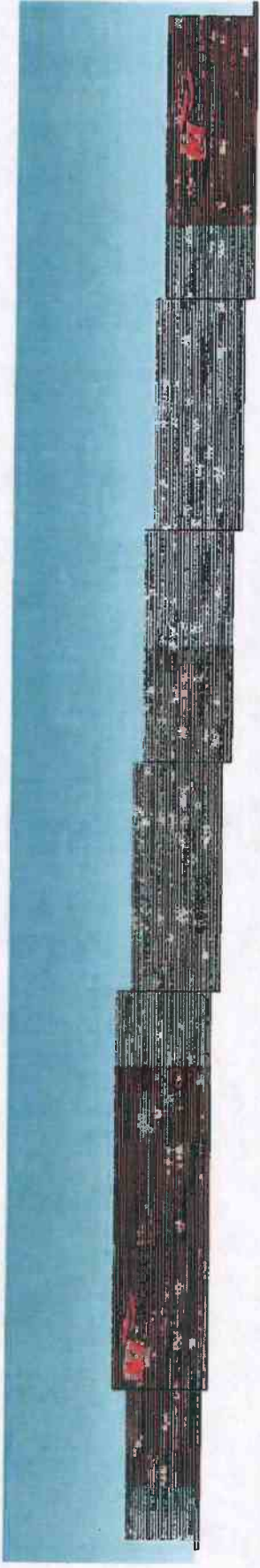
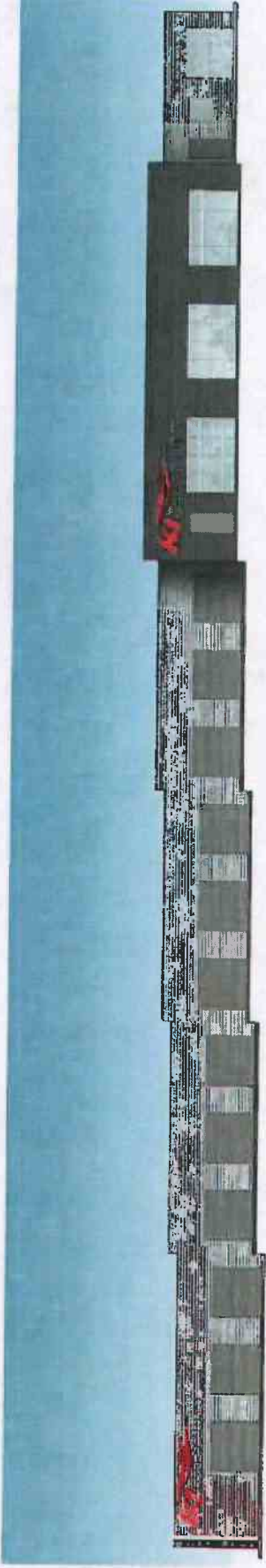
WEST ELEVATION
SCALE: 1/8" = 1'-0"



EAST ELEVATION
SCALE: 1/8" = 1'-0"



DATE: 10/10/07
PROJECT: K1 SPEED - WINCHESTER
DRAWN BY: J. WAGNER
CHECKED BY: J. WAGNER
APPROVED BY: J. WAGNER
SCALE: 1/8" = 1'-0"



FOR COUNTY CLERK'S USE ONLY

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: 42850

Project Case Type (s) and Number(s): Conditional Use Permit No. 3733 and Change of Zone No. 7911

Lead Agency Name: County of Riverside Planning Department

Address: P.O. Box 1409, Riverside, CA 92502-1409

Contact Person: Dave Alvarez

Telephone Number: 951-955-5719

Applicant's Name: K-1 Speed, Inc.

Applicant's Address: 17221 Von Karman Avenue, Irvine CA, 92614

I. PROJECT INFORMATION

A. Project Description: Change of Zone No. 7911 proposes to change the zoning classification of the project site from Rural Residential (R-R) to Manufacturing-Service Commercial (M-SC). Conditional Use Permit No. 3733 proposes an outdoor go-kart course with two designated tracks, an onsite garage, and an administration building on 49.63 gross acres. The administration building will consist of 14,023 square feet and two (2) stories in height. The first floor will consist of a reception desk, pro-shop, kart shop/maintenance area, restroom, storage areas, an office, a medical office, and the kart garage facility. The second floor will have an observation patio, observation deck, outdoor patio, café, preparation room, steward office, restroom, and a lounge, observation tower, and a private gathering area. The facility will also have an outdoor grand stand area for the observation of kart races. Furthermore, the project site is also anticipating special quarterly events for larger events, which will attract people to bring RV's or trailers. No RV hook-ups are available at the project site.

B. Type of Project: Site Specific ☒; Countywide ☐; Community ☐; Policy ☐.

C. Total Project Area: 49.63

Residential Acres: N/A	Lots: N/A	Units: N/A	Projected No. of Residents: N/A
Commercial Acres: 49.63	Lots: 1	Sq. Ft. of Bldg. Area: 14,023	Est. No. of Employees: 30
Industrial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Other: N/A			

D. Assessor's Parcel No(s): 461-110-003, 461-110-004, 461-110-005, and 461-110-006.

Street References: North of Grand Avenue and west of Highway 79

E. Section, Township & Range Description or reference/attach a Legal Description:
T5SR2W SEC 21

F. Brief description of the existing environmental setting of the project site and its surroundings: Existing commercial recreational facility to the west, vacant properties to the north and south, and scattered single family residential dwellings to the east.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The proposed project is consistent with the Community Development: Light Industrial (CD:LI) and Rural: Rural Mountainous (R:RM) land use designations and with all other sections of the Riverside County General Plan Land Use Element.
2. **Circulation:** The project has adequate circulation to the site and is therefore consistent with the Circulation Element of the General Plan. The proposed project meets all other applicable circulation policies of the General Plan.
3. **Multipurpose Open Space:** The proposed project meets all applicable Multipurpose Open Space element policies.
4. **Safety:** The proposed project allows for sufficient provision of emergency response service to the future users of the project. The proposed project meets all other applicable Safety Element policies.
5. **Noise:** A Noise Impact Analysis prepared by Urban Crossroads dated May 6, 2016 determined that the noise impacts would not exceed existing conditions through the implementation of mitigation measures. The proposed Project meets all applicable Noise Element policies
6. **Housing:** The proposed project (non-residential use) meets all applicable Housing Element Policies.
7. **Air Quality:** The proposed project is conditioned by Riverside County to control any fugitive dust during grading and construction activities. An Air Quality Impact Analysis prepared by Urban Crossroads dated May 6, 2016 determined that the proposed Project would not conflict with the South Coast Quality District's (SCAQMD) Air Quality Management Plan (AQMP); would not violate any air quality standard or contribute substantially to an existing or projected air quality violation; would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment; would not expose sensitive receptors to substantial pollutant concentrations; and would not create objectionable odors that affect a substantial number of people. The proposed Project meets all applicable Air Quality Element
8. **Healthy Communities:** The project is consistent with the policies of the Healthy Communities Element of the General Plan
 - A. **General Plan Area Plan(s):** Harvest Valley/Winchester
 - B. **Foundation Component(s):** Community Development and Rural
 - C. **Land Use Designation(s):** Light Industrial and Rural Mountainous
 - D. **Overlay(s), if any:** N/A
 - E. **Policy Area(s), if any:** Highway 79 Policy Area
 - F. **Adjacent and Surrounding:**
 1. **Area Plan(s):** Harvest Valley/Winchester

2. **Foundation Component(s):** Community Development to the south, Rural to the north, Open Space to the west, and Community Development and Rural to the east.
3. **Land Use Designation(s):** Recreation to the west, Medium Density Residential to the south, Rural Mountainous and Light Industrial to the east, and Rural Mountainous to the north.
4. **Overlay(s), if any:** N/A
5. **Policy Area(s), if any:** Highway 79 Policy Area

G. Adopted Specific Plan Information

1. **Name and Number of Specific Plan, if any:** N/A
2. **Specific Plan Planning Area, and Policies, if any:** N/A

H. Existing Zoning: Rural-Residential (R-R)

- I. **Proposed Zoning, if any:** Change of Zone No. 7911 from Rural Residential (R-R) to Manufacturing-Service Commercial (M-SC)
- J. **Adjacent and Surrounding Zoning:** Rural-Residential (R-R) to the east, west, and north and One-Family Dwelling (R-1) and Rural-Residential (R-R) to the south.

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

III. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made 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.

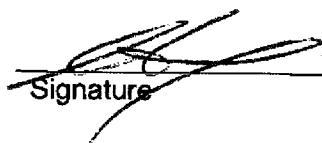
A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.

☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following: (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration; (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration; (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or, (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.


Signature

Dave Alvarez, Project Planner
Printed Name

August 9, 2017
Date

For Charissa Leach, P.E., Assistant TLMA
Director

IV. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure C-8 "Scenic Highways"

Findings of Fact:

a) The project site is located approximately 0.6 miles to the west of Highway 79. Portions of Highway 79 are a County Eligible scenic highway, however, the portion of the highway located near the project site is not classified as such as indicated on Riverside County General Plan Figure C-8 "Scenic Highways." The project will not have a substantial effect upon this highway, therefore the project will have a less than significant impact.

b) The project site is located within a rural setting and is surrounded by vacant property to the north, commercial to the west, and scattered single family residential dwellings to the south and east. The overall site has an elevation range of 1,480 to 1,756 feet but the area proposed for development lies in a relatively flat portion of the site. The project site is not situated within an area that has scenic resources or landmark features. In result, the project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view. The impact will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

2. Mt. Palomar Observatory

a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?

☐☐☒☐

Source: GIS database, Ord. No. 655 (Regulating Light Pollution)

Findings of Fact:

a) According to Map My County (GIS Database), the project site is located approximately 27.99 miles from the Mt. Palomar Observatory. The project is located within Zone B of the Special Lighting Area that surrounds the Mt. Palomar Observatory. In accordance with Riverside County Ordinance No. 655, the project is subject to the provisions of Ordinance No. 655 to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays which have a detrimental effect on astronomical observation and research. This is a standard requirement and not considered a mitigation measure pursuant to CEQA. Therefore impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

3. Other Lighting Issues

a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

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b) Expose residential property to unacceptable light levels?

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Source: On-site Inspection, Project Plans, Project Application Description

Findings of Fact:

a-b) The proposed project may result in a new source of light which would accompany any new commercial buildings and development; however the new source of light is not anticipated to be of significant levels given the scale of this project type. The proposed project would not create a significant new source of light or glare in the area and will not expose residential property to unacceptable light levels. The project has been conditioned that all outdoor lighting shall be hooded and directed so as not to shine directly upon adjoining property or public right-of-ways in accordance with Ordinance 915. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

AGRICULTURE & FOREST RESOURCES Would the project**4. Agriculture**

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Monitoring Program of the California Resources Agency, to non-agricultural use?</u>				
b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure OS-2 "Agricultural Resources," GIS database, and Project Application Materials.

Findings of Fact:

a) As indicated through the utilization of Map My County (GIS Database), a portion of the project site has a farmland designation of Farmland of Local Importance, Urban-Built Up Land, and Other Lands. The project site will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, therefore the projects impacts will be less than significant.

b) The project site is surrounded by properties which have a zoning classification of Rural-Residential (R-R) to the north, west, and east, One-Family Dwelling (R-1) to the south. Existing uses within close vicinity of the site consist of an existing commercial business to the immediate west of the site and scattered single-family residential dwellings to the east. The closest property which has an agricultural zoning classification (A-1 zone) is located approximately 1,524 feet or 0.29 miles to the south of the project site. In addition, the closest Agricultural Preserve (Winchester 10) is located 0.59 miles to the southwest of the project site. The project will not conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve. The impact will be less than significant.

c) As previously addressed, the project site is surrounded by scattered single-family residential dwellings to the south and east, an existing commercial business to the west, and vacant property to the north. The closest agriculturally zoned property is located approximately 1,524 feet or 0.29 miles to the south as determined through Map My County (GIS Database). The project will not cause development of non-agricultural uses within 300 feet of agriculturally zoned property. The impact will be less than significant.

d) The project site is not located within an agricultural preserve, does not have a farmland designation of prime farmland, unique farmland, or farmland of statewide importance, and is not located within close vicinity to property which has an agricultural zoning classification. The project will not involve in other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. The project will have a less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Forest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure OS-3(a) "Parks, Forests and Recreation Areas," and Project Application Materials.

Findings of Fact:

a) The proposed project is not located within the boundaries of a forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g)). Therefore, the proposed project will not impact land designated as forest land, timberland, or timberland zoned Timberland Production.

b) The project is not located within forest land and will not result in the loss of forest land or conversion of forest land to non-forest use; therefore, no impact will occur as a result of the proposed project.

c) The project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use. Thus, no impacts would occur and no mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

AIR QUALITY Would the project

6. Air Quality Impacts

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Air Quality Impact Analysis by Urban Crossroads dated May 6, 2016

Findings of Fact:

a) A significant impact could occur if the proposed project conflicts with or obstructs implementation of the South Coast Air Basin 2012 Air Quality Management Plan (AQMP). Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 South Coast Air Quality Management District CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2012 AQMP is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented below:

(1) The proposed project will result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated by the analysis conducted for the proposed site; therefore, the project will not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation.

(2) The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan Elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities. This project does not involve a General Plan or Specific Plan Amendment and is not considered a significant project.

According to the Air Quality Analysis prepared for the proposed project and the consistency analysis presented above, the proposed project will not conflict with the AQMP; therefore no impact will occur.

b) The Project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of SCAQMD (7). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. As discussed above, the Project site is located within the South Coast Air Basin, a 6,745-square mile sub-region of the SCAQMD, which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The larger South Coast district boundary includes 10,743 square miles.

The SCAB is bound by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Los Angeles County portion of the Mojave Desert Air

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Basin is bound by the San Gabriel Mountains to the south and west, the Los Angeles / Kern County border to the north, and the Los Angeles / San Bernardino County border to the east. The Riverside County portion of the Salton Sea Air Basin is bound by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley.

Regional Climate

The regional climate has a substantial influence on air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence the air quality. The annual average temperatures throughout the SCAB vary from the low to middle 60s (degrees Fahrenheit). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast.

More than 90 percent of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14 1/2 hours of possible sunshine.

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Ana's" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections.

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as NOX and CO from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

Air Quality Standards

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated and in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table 6-1.

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards presented in Table 2-1. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O3, CO, SO2, NO2, PM10, and PM2.5 are not equaled or exceeded at any time in any consecutive three-year period; and the federal standards (other than O3, PM10, PM2.5, and those based on annual averages or arithmetic mean) are not exceeded more than once per year. The O3 standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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TABLE 6-1: AMBIENT AIR QUALITY STANDARDS

Ambient Air Quality Standards							
Pollutant	Averaging Time	California Standards ¹		National Standards ²			
		Concentration ³	Method ⁴	Primary ⁵	Secondary ^{5,6}	Method ⁷	
Ozone (O ₃) ⁸	1 Hour	0.09 ppm (100 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry	
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)			
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	20 µg/m ³		—			
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	—	—	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15 µg/m ³		
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	—	Non-Dispersive Infrared Photometry (NDIR)	
	8 Hour	8.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	—		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—	—		
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.16 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	—	Gas Phase Chemiluminescence	
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard		
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (656 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	—	Ultraviolet Fluorescence, Spectrophotometry (Pararosaniline Method)	
	3 Hour	—		—	0.5 ppm (1300 µg/m ³)		
	24 Hour	0.14 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹⁰	—		
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) ¹⁰	—		
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption	
	Calendar Quarter	—		1.5 µg/m ³ (for certain areas) ¹⁰	Same as Primary Standard		
	Rolling 3-Month Average	—		0.15 µg/m ³			
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards			
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography				
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence				
Vinyl Chloride ¹²	24 Hour	0.01 ppm (23 µg/m ³)	Gas Chromatography				

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr. ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standard of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM10 standards (primary and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Regional Air Quality

The SCAQMD monitors levels of various criteria pollutants at 30 monitoring stations throughout the air district. In 2013, the federal and state ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone, PM10, and PM2.5 at most monitoring locations (9). No areas of the SCAB exceeded federal or state standards for NO2, SO2, CO, sulfates or lead. See Table 6-2 for attainment designations for the SCAB (10). Appendix 3.1 of the Air Quality Analysis provides geographic representation of the state and federal attainment status for applicable criteria pollutants within the SCAB.

TABLE 6-2: ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SOUTH COAST AIR BASIN (SCAB)

Criteria Pollutant	State Designation	Federal Designation
Ozone - 1hour standard	Nonattainment	No Standard
Ozone - 8 hour standard	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment	Attainment

Local Air Quality

The most recent three (3) years of data available is shown on Table 6-3 and identifies the number of days ambient air quality standards were exceeded for the study area, which is was considered to be representative of the local air quality at the Project site (11). Additionally, data for SO2 has been omitted as attainment is regularly met in the South Coast Air Basin and few monitoring stations measure SO2 concentrations.

Relative to the Project site, the nearest long-term air quality monitoring site for Ozone (O3) and Particulate Matter ≤ 10 Microns (PM10) is the South Coast Air Quality Management District Perris monitoring station (SRA 24), located approximately 8 miles northwest of the Project site (6). The nearest long-term air quality monitoring site in relation to the project for Carbon Monoxide (CO), and Nitrogen Dioxide (NO2) is carried out by the South Coast Air Quality Management District (SCAQMD) at the Lake Elsinore monitoring station (SRA 25) located approximately 13.5 miles southwest of the project site. Data for Ultra-Fine Particulates (PM2.5) was obtained from the Metropolitan Riverside County 2 monitoring station (SRA 23), located approximately 27 miles northwest of the project site. It should be noted that the Lake Elsinore and Metropolitan Riverside County 2 monitoring stations were utilized in lieu of the Perris monitoring station only where data was not available from the nearest monitoring site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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TABLE 6-3: PROJECT AREA AIR QUALITY MONITORING SUMMARY 2012-2014

POLLUTANT ²	STANDARD	YEAR		
		2012	2013	2014
Ozone (O ₃)				
Maximum 1-Hour Concentration (ppm)		0.111	0.108	0.104
Maximum 8-Hour Concentration (ppm)		0.093	0.090	0.086
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	28	17	4
Number of Days Exceeding State 8-Hour Standard	> 0.07 ppm	64	60	13
Number of Days Exceeding Federal 1-Hour Standard	> 0.12 ppm	0	0	0
Number of Days Exceeding Federal 8-Hour Standard	> 0.075 ppm	48	34	6
Number of Days Exceeding Health Advisory	≥ 0.15 ppm	0	0	0
Carbon Monoxide (CO)				
Maximum 1-Hour Concentration (ppm)		--	--	2.0
Maximum 8-Hour Concentration (ppm)		0.7	0.6	1.4
Number of Days Exceeding State 1-Hour Standard	> 2.0 ppm	--	0	0
Number of Days Exceeding Federal / State 8-Hour Standard	> 0.9 ppm	0	0	0
Number of Days Exceeding Federal 1-Hour Standard	> 35 ppm	0	0	0
Nitrogen Dioxide (NO ₂)				
Maximum 1-Hour Concentration (ppm)		0.048	0.046	0.045
Annual Arithmetic Mean Concentration (ppm)		0.01	0.008	0.008
Number of Days Exceeding State 1-Hour Standard	> 0.18 ppm	0	0	0
Particulate Matter ≤ 10 Microns (PM ₁₀)				
Maximum 24-Hour Concentration (µg/m ³)		62	70	87
Annual Arithmetic Mean (µg/m ³)		--	--	--
Number of Samples		60	57	60
Number of Samples Exceeding State Standard	> 50 µg/m ³	1	10	8
Number of Samples Exceeding Federal Standard	> 150 µg/m ³	0	0	0
Particulate Matter ≤ 2.5 Microns (PM _{2.5})				
Maximum 24-Hour Concentration (µg/m ³)		30.2	53.7	30.9
Annual Arithmetic Mean (µg/m ³)		11.4	11.2	10.9
Number of Samples Exceeding Federal 24-Hour Standard	> 35 µg/m ³	0	0	0

Significance Criteria

The SCAQMD has developed regional and localized significance thresholds for regulated pollutants, as summarized at Table 6-4. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2015) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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TABLE 6-4: MAXIMUM DAILY EMISSIONS THRESHOLDS

Pollutant	Construction	Operations
Regional Thresholds		
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Localized Thresholds^A		
CO	1,745 lbs/day	1,745 lbs/day
NOx	279 lbs/day	279 lbs/day
PM10	21 lbs/day	6 lbs/day
PM2.5	9 lbs/day	2 lbs/day

Construction

Construction activities associated with the Project will result in emissions of CO, VOCs, NOx, SOx, PM10, and PM2.5. Construction related emissions are expected from the following construction activities:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating
- Construction Workers Commuting

Construction is expected to commence in October 2017 and will last through December 2018. Construction duration by phase is shown on Table 6-5. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The duration of construction activity and associated construction equipment were based on past project experience and consultation with the client. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA guidelines. Site specific construction fleet may vary due to specific project needs at the time of construction. Please refer to specific detailed modeling inputs/outputs contained in Appendix 3.2 of this analysis. A detailed summary of construction equipment assumptions by phase is provided at Table 6-6.

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions". Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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area disturbed, number of vehicles, depth of disturbance or excavation, etc.). The CalEEMod model was utilized to calculate fugitive dust emissions resulting from this phase of activity. It is our understanding the Project site is vacant, thus no demolition is required.

Based on consultation with the client, the Project site is expected to balance (will not require soil import/export).

Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction materials delivered to the Project site) were estimated based on information CalEEMod model defaults.

Off-Site Utility and Infrastructure Improvements

Construction emissions associated with off-site utility and infrastructure improvements may occur, however at this time, a specific schedule of off-site utility and infrastructure improvements is unknown. However, impacts associated with these expected activities are not expected to exceed the emissions identified for project-related construction activities. As such, no impacts beyond what has already been identified in this report are expected to occur.

TABLE 6-5: CONSTRUCTION DURATION

Phase Name	Start Date	End Date	Days
Site Preparation	10/01/2017	10/21/2017	15
Grading	10/22/2017	12/02/2017	30
Building Construction	12/03/2017	10/06/2018	220
Paving	10/07/2018	11/03/2018	20
Paving	11/04/2018	12/01/2018	20

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TABLE 6-6: CONSTRUCTION EQUIPMENT ASSUMPTIONS

Activity	Equipment	Number	Hours Per Day
Site Preparation	Graders	2	8
	Scrapers	4	8
	Tractors/Loaders/Backhoes	1	8
Grading	Graders	3	8
	Rubber Tired Dozers	3	8
	Scrapers	2	8
	Tractors/Loaders/Backhoes	2	8
Building Construction	Cranes	1	8
	Forklifts	2	8
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	1	8
	Welders	2	8
Paving & Site Finishes	Cement and Mortar Mixers	1	8
	Paving Equipment	1	8
	Rollers	2	8
	Peters	2	8
	Tractors/Loaders/Backhoes	1	8
Architectural Coating	Air Compressors	1	8

Impacts without Mitigation

SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1403 (Asbestos); Rule 1113 (Architectural Coatings) (17); Rule 431.2 (Low Sulfur Fuel) (18); Rule 403 (Fugitive Dust) (19); and Rule 1186 / 1186.1 (Street Sweepers) (20). It should be noted that Best Available Control Measures (BACMs) are not mitigation as they are standard regulatory requirements. As such, credit for Rule 403 and Rule 1113 have been taken.

The estimated maximum daily construction emissions are summarized on Table 6-7. Detailed construction model outputs are presented in Appendix 3.2 of this analysis. Under the assumed scenarios, emissions resulting from the Project construction would exceed the applicable SCAQMD regional thresholds of significance for emissions of NOx.

TABLE 6-7: EMISSIONS SUMMARY OF CONSTRUCTION (WITHOUT MITIGATION)

Year	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
2016	9.34	107.93	70.30	0.06	11.55	7.50
2017	56.67	28.70	28.10	0.05	5.49	2.09
Maximum Daily Emissions	56.67	107.93	70.30	0.08	11.55	7.50
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	YES	NO	NO	NO	NO

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Impacts with Mitigation

The estimated maximum daily construction emissions with mitigation are summarized on Table 6-8. Detailed construction model outputs are presented in Appendix 3.2. MM AQ-1, which requires all scrappers shall be CARB Tier 3 certified or better, is recommended to reduce the severity of the impact. After implementation of recommended mitigation measure, construction activity emissions will not exceed the numerical thresholds established by the SCAQMD for criteria pollutants. Thus a less than significant impact would occur with implementation of MM AQ-1.

TABLE 6-8: EMISSIONS SUMMARY OF CONSTRUCTION (WITH MITIGATION)

Year	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
2016	6.40	76.42	61.08	0.08	10.22	6.35
2017	56.67	28.7	28.10	0.05	3.43	2.05
Maximum Daily Emissions	56.67	76.42	61.08	0.08	3.43	2.05
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Operational Emissions

Operational activities associated with the proposed Project will result in emissions of VOCs, NOx, CO, SOx, PM10, and PM2.5. Operational emissions would be expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- Go-Kart Emissions

Area Source Emissions

a- Architectural Coatings

Over a period of time the buildings that are part of this Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. The emissions associated with architectural coatings were calculated using the CalEEMod model.

b- Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on assumptions provided in CalEEMod. In the case of the commercial/retail uses proposed by the Project, no substantive on-site use of consumer products is anticipated.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c- Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

Energy Source Emissions

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity is generally excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using CalEEMod.

Mobile Source Emissions

a- Vehicles

Project-related operational air quality impacts derive primarily from vehicle trips generated by the Project. Trip characteristics available from the report, K-1 Speed Outdoor Kart Track Traffic Impact Analysis (Urban Crossroads) 2016 were utilized in this analysis (17). Weekend trip generation rates from The Institute of Transportation Engineers Trip Generation Handbook, 9th Edition were also used in the analysis.

b- Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of tire wear particulates. The emissions estimates for travel on paved roads were calculated using CalEEMod.

Go-Kart Emissions

Emissions will result from onsite source emissions associated with the Project. As previously noted, the Project consists of an outdoor go-kart facility. The Project plans to have the following hours of operation: Monday-Thursday: 12pm-9pm; Friday- Sunday: 9am-9pm. On a typical operating day, races will occur approximately four times an hour, with each race lasting approximately 5 minutes. The Project plans to utilize six gas-powered, 4-stroke go-karts for each race. It is our understanding each go-kart will have a maximum speed of 80 miles per hour. Go-kart emissions factors are based on data provided by CARBS's *Emissions Estimation Methodology for Off-Highway Recreational Vehicles*. (48)

a- Fugitive Dust Related to Go-Karts

Go-Karts traveling on the paved racetrack would be a source of fugitive emissions due to the generation of road dust inclusive of tire wear particulates. The emissions estimates for travel on paved roads were calculated through the re-entrainment of paved roadway dust. The predictive emission equation developed by the U.S. Environmental Protection Agency (AP-42, Section 13.2.1) was utilized to generate particulate source strength (5).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Operational Emissions Summary

The estimated maximum peak operational emissions are summarized on Tables 6-9 and 6-10. Detailed construction model outputs are presented in Appendix 3.2 of this analysis. Under the assumed scenarios, emissions resulting from the Project operations would not exceed the applicable SCAQMD regional thresholds of significance for any criteria pollutant. Therefore, a less than significant impact would occur and no mitigation measures are required.

TABLE 6-9: SUMMARY OF PEAK OPERATIONAL EMISSIONS SUMMER

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Source	6.61	0.00	0.05	0.00	1.60E-04	1.60E-04
Energy Source	0.02	0.21	0.18	1.26E-03	0.02	0.02
Mobile	0.68	1.26	4.99	0.01	0.68	0.19
Go-Kart Emissions	4.19	3.02	121.73	0.00	0.37	0.37
Total Maximum Daily Emissions	11.50	4.49	126.95	0.01	1.07	0.58
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

TABLE 6-10: SUMMARY OF PEAK OPERATIONAL EMISSIONS WINTER

Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	6.61	4.30E-04	0.05	0.00	1.60E-04	1.60E-04
Energy Source	0.02	0.21	0.18	1.26E-03	0.02	0.02
Mobile	0.67	1.30	5.03	9.58E-03	0.68	0.19
Go-Kart Emissions	4.19	3.02	121.73	0.00	0.37	0.37
Total Maximum Daily Emissions	11.49	4.53	126.99	0.01	1.07	0.58
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Localized Significance- Construction Activity

The analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (Methodology) (22). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs).

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of any given project are above or below State standards. In the case of CO and NO₂, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM₁₀ and PM_{2.5}; both of which are non-attainment pollutants.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-44. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (LST Methodology) (23).

Applicability of LST's for the Project

For this Project, the appropriate Source Receptor Area (SRA) for the LST is the Perris monitoring station (SRA 24). LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO₂), particulate matter ≤ 10 microns (PM₁₀), and particulate matter ≤ 2.5 microns (PM_{2.5}). The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size.

In order to determine the appropriate methodology for determining localized impacts that could occur as a result of Project-related construction, the following process is undertaken:

- CalEEMod is utilized to determine the maximum daily on-site emissions that will occur during construction activity.
- The SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds (24) is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod.
- If the total acreage disturbed is less than or equal to five acres per day, then the SCAQMD's screening look-up tables are utilized to determine if a Project has the potential to result in a significant impact. The look-up tables establish a maximum daily emissions threshold in pounds per day that can be compared to CalEEMod outputs.

Emissions Considered

SCAQMD's Methodology clearly states that "off-site mobile emissions from the Project should NOT be included in the emissions compared to LSTs (25)." Therefore, for purposes of the construction LST analysis only emissions included in the CalEEMod "on-site" emissions outputs were considered.

Maximum Daily Disturbed-Acreage

Table 6-11 is used to determine the maximum daily disturbed-acreage for purposes of modeling localized emissions. Based on Table 6-11, the proposed Project could actively disturb approximately 5.0 acres per day during site preparation and 5.0 acres per day during the grading phase of construction.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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TABLE 6-11: MAXIMUM DAILY DISTURBED-ACREAGE

Construction Activity	Equipment Type	Equipment Quantity	Acres graded per 8 hour day	Operating Hours per Day	Acres graded per day
Site Preparation	Rubber Tired Dozers	0	0.5	8	0
	Crawler Tractors	0	0.5	8	0
	Graders	2	0.5	8	1
	Scrapers	4	1	8	4
Total acres graded per day during Rough Grading					5
Construction Activity	Equipment Type	Equipment Quantity	Acres graded per 8 hour day	Operating Hours per Day	Acres graded per day
Grading	Rubber Tired Dozers	2	0.5	8	1
	Crawler Tractors	0	0.5	8	0
	Graders	2	0.5	8	1
	Scrapers	3	1	8	3
Total acres graded per day during Fine Grading					5

Sensitive Receptors

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, people with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as "sensitive receptors".

Construction-Source Emissions LST Analysis

a- Impacts without Mitigation

Table 6-12 identifies the localized impacts at the nearest receptor location in the vicinity of the Project. Without mitigation, emissions during construction activity would not exceed SCAQMD's localized significance thresholds for any criteria pollutant.

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TABLE 6-12: LOCALIZED SIGNIFICANCE SUMMARY CONSTRUCTION (WITHOUT MITIGATION)

On-Site Site Preparation Emissions	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	94.40	56.35	6.32	4.14
SCAQMD Localized Threshold	279	1,745	21	9
Threshold Exceeded?	NO	NO	NO	NO

On-Site Grading Emissions	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	107.80	68.71	11.23	7.42
SCAQMD Localized Threshold	279	1,745	21	9
Threshold Exceeded?	NO	NO	NO	NO

b- Impacts with Mitigation

Table 6-13 identifies the mitigated localized impacts at the nearest receptor location in the vicinity of the Project. With implementation of MM AQ-1, emissions during construction activity would be further reduced. As such, a less than significant impact would occur.

TABLE 6-13: LOCALIZED SIGNIFICANCE SUMMARY CONSTRUCTION (WITH MITIGATION)

On-Site Site Preparation Emissions	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	52.38	44.05	4.56	2.60
SCAQMD Localized Threshold	279	1,745	21	9
Threshold Exceeded?	NO	NO	NO	NO

On-Site Grading Emissions	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	76.28	59.49	9.91	6.27
SCAQMD Localized Threshold	279	1,745	21	9
Threshold Exceeded?	NO	NO	NO	NO

Localized Significance – Long-Term Operational Activity

Table 6-14 shows the calculated emissions for the Project's operational activities compared with the applicable LSTs. The LST analysis includes on-site sources only; however, the CalEEMod™ model outputs do not separate on-site and off-site emissions from mobile sources. In an effort to establish a maximum potential impact scenario for analytic purposes, the emissions shown on Table 3-7 represent all on-site Project-related stationary (area) sources and five percent (5%) of the Project-related mobile sources. Considering that the weighted trip length used in CalEEMod™ for the Project is approximately 16.6 miles, 5% of this total would represent an on-site travel distance of approximately 0.83 mile/ 4,382 feet. Thus the 5% assumption is conservative and would tend to overstate the actual impact. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, Project operational-source emissions would not exceed applicable LSTs.

As noted previously, the nearest sensitive receptor land use (where an individual could remain for 24 hours) is located approximately 32 meters southeast of the Project site. Accordingly, LSTs for receptors at 32 meters are utilized in this analysis.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Localized Thresholds for Operational Activity

Applicable localized thresholds from the SCAQMD's mass-rate LST lookup tables for a five-acre project site are as follows:

- NO_x: 279 pounds per day;
- PM₁₀: 6 pounds per day;
- PM_{2.5}: 2 pounds per day; or
- CO: 1,745 pounds per day.

If emissions exceed the LST thresholds, then additional dispersion modeling needs to be conducted to determine if there is an actual exceedance of the AAQS.

TABLE 6-14: LOCALIZED SIGNIFICANCE OPERATIONS SUMMARY

Operational Activity	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	3.88	124.48	0.73	0.48
SCAQMD Localized Threshold	279	1,745	6	2
Threshold Exceeded?	NO	NO	NO	NO

As shown on Table 6-14, operational emissions will not exceed the LST thresholds for the nearest sensitive receptor. Therefore, the Project will have a less than significant localized impact during operational activity.

CO "Hot Spot" Analysis

As discussed below, the Project would not result in potentially adverse CO concentrations or "hot spots." Further, detailed modeling of Project-specific carbon monoxide (CO) "hot spots" is not needed to reach this conclusion.

An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. At the time of the 1993 Handbook, the SCAB was designated nonattainment under the California AAQS and National AAQS for CO (27).

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment, as previously noted in Table 6-2. Also, CO concentrations in the Project vicinity have steadily declined, as indicated by historical emissions data presented previously at Table 6-3.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO "hot spot" analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards, as shown on Table 6-15.

Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 9.3 ppm 8-hr CO concentration measured at the Long Beach Blvd. and Imperial Hwy. intersection (highest CO generating intersection within the "hot spot" analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 8.6 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared (27). In contrast, the ambient 8-hr CO concentration within the Project study area is estimated at 1.4 ppm—1.6 ppm (please refer to previous Table 6-3). Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Blvd. and Imperial Hwy. intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO "hot spot" at any study area intersections.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (28).

Traffic volumes generating the CO concentrations for the "hot spot" analysis, shown on Table 6-16. The busiest intersection evaluated was that at Wilshire Blvd. and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations ($4.6 \text{ ppm} \times 4 = 18.4 \text{ ppm}$) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).⁵ At buildout of the Project, the highest average daily trips on a segment of road would be 4,400 daily trips on Leon Rd, Grand Ave., which is lower than the highest daily traffic volumes generated at the busiest intersection in the CO "hot spot" analysis (35).

The proposed Project considered herein would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study, or based on representative BAAQMD CO threshold considerations, as shown on Table 6-17. Therefore, CO "hot spots" are not an environmental impact of concern for the proposed Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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TABLE 6-15: CO MODEL RESULTS

Intersection Location	Carbon Monoxide Concentrations (ppm)		
	Morning 1-hour	Afternoon 1-hour	8-hour
Wilshire-Veteran	4.6	3.5	4.2
Sunset-Highland	4	4.5	3.9
La Cienega-Century	3.7	3.1	5.8
Long Beach-Imperial	3	3.1	9.3

TABLE 6-16: TRAFFIC VOLUMES

Intersection Location	Peak Traffic Volumes (vph)				
	Northbound (AM/PM)	Southbound (AM/PM)	Eastbound (AM/PM)	Westbound (AM/PM)	Total (AM/PM)
Wilshire-Veteran	560/933	721/1,400	4,954/2,069	1,830/3,317	8,062/7,719
Sunset-Highland	1,551/2,238	2,304/1,832	1,417/1,764	1,342/1,540	6,614/5,374
La Cienega-Century	821/1,674	1,384/2,029	2,540/2,243	1,890/2,728	6,634/8,674
Long Beach-Imperial	756/1,150	479/844	1,217/2,020	1,760/1,400	4,212/5,514

TABLE 6-17: PROJECT TRAFFIC PEAK HOURS

Intersection Location	Peak Traffic Volumes (vph)				
	Northbound (AM/PM)	Southbound (AM/PM)	Eastbound (AM/PM)	Westbound (AM/PM)	Total (AM/PM)
Leon Road/ Grand Avenue	223/314	0/0	201/218	172/196	596/728
Driveway 1/ Grand Avenue	0/0	18/40	103/288	112/141	233/469
Driveway 2/ Grand Avenue	0/0	4/10	83/118	111/145	198/273

c) "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). As shown in the analysis in response to 3.b, above, local and regional Project construction and operational impacts are less than significant. Therefore, implementation of the proposed Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). Impacts are less than significant.

d) The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality.

The potential impact of Project-generated air pollutant emissions at sensitive receptors has also been considered. Sensitive receptors can include uses such as long term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Results of the LST analysis indicate that the Project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be subjected to a significant air quality impact during Project construction.

As shown in the analysis in response to 6.b, above, local and regional Project construction and operational impacts are less than significant. Therefore, implementation of the proposed Project will not expose sensitive receptors which are located within 1 mile of the Project site to Project substantial point source emissions. Impacts are considered less than significant.

e) A go-kart facility is not considered a sensitive receptor. Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. Therefore, this issue is not applicable and no impacts would occur.

f) Heavy-duty equipment in the Project area during construction will emit odors. The Project is required to comply with Rule 402 during construction. Rule 402 requires that a person not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. No other sources of objectionable odors have been identified for the construction phase of the proposed Project. While the Project may create objectionable odors during construction, these are of short-duration, and will cease once the construction phase of development is completed.

Standard building design filters and exhaust systems will be required as part of the brewing process and would be expected to suppress any potentially objectionable odors. No other sources of objectionable odors have been identified for the operations phase of the proposed Project. As stated above, the Project is required to comply with Rule 402. Odors from restaurant activity and operations are not expected to meet the criteria of being a nuisance. Therefore, impacts are considered less than significant.

Mitigation:

MM AQ-1

The contractor shall ensure that all scrapers shall be California Air Resources Board (CARB) Tier 3 Certified or better.

Monitoring: Monitoring will occur through the Building and Safety plan check process.

BIOLOGICAL RESOURCES Would the project

7. Wildlife & Vegetation

a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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. Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Western Riverside County Multiple Species Habitat Conservation Plan (Adopted June 2003); Nesting Season Survey Burrowing Owl (PDB06261); Los Angeles Pocket mouse habitat Assessment (PDB6262); Western Riverside County Multiple Species Habitat Conservation Plan consistency analysis (PDB06263).

Findings of Fact:

a) The project site consists of APNs 461-110-003, 004, 005, 006. Over half the site has been contour graded and converted to active agricultural land consisting of the majority of the western portion of the site. There is a small grove of eucalyptus trees located in the northwest corner of the site. The north and east side of the site is rock strewn foothills of Double Butte Mountain. The project site is 49.63 acres.

The project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan Harvest Valley/Winchester Area Plan. The project site is not located within a Criteria Cell. Therefore, the project not is subject to the Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process.

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

The 49.63-acre project site is comprised of agricultural land, a small grove of eucalyptus trees, and rocky foothills of Double Butte Mountain. The majority of the project site has been dry farmed in the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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past. The rolling terrain is the result of years of contour grading/discing for agricultural land uses. There are no blue line streams on the site. Any type of channel on the site has been removed by long-term agricultural land uses. As the flow of water in the channels only occurs after it rains, and have no base flow components, these drainages are considered to be ephemeral and have no hydrological connections.

The project site's flat topography and historic agricultural use results in a low potential for shallow depressions that could hold water. Additionally, the project site has well-drained soils that are not likely to exhibit ponding. Soils mapped for the project site include EcD2 Escondido fine sandy loam 8 to 15 percent slopes eroded, FyF2 Friant rocky fine sandy loam 25 to 50 percent slopes eroded, GyC2 Greenfield sandy loam 2 to 8 percent slopes eroded, HcC Hanford coarse sandy loam 2 to 8 percent slopes, HcD2 Hanford coarse sandy loam 8 to 15 percent slopes eroded. These soils are well-drained soils.

The project site does not contain MSHCP Riparian/Riverine/Vernal Pool habitat or species associated with these habitats. The project is consistent with Section 6.1.2 of the MSHCP.

6.1.3 Protection of Narrow Endemic Plant Species

The project site is not located within a Narrow Endemic Plant Species Survey Area. Therefore, no surveys were required. The project is consistent with Section 6.1.3 of the MSHCP.

6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface

The project site is not located adjacent to an MSHCP Conservation Area. Therefore, the project is not subject to the MSHCP Urban/Wildland Interface Guidelines. The project is consistent with Section 6.1.4 of the MSHCP.

6.3.2 Additional Survey Needs and Procedures

The project site does have additional survey requirements for amphibians, mammals, or criteria area species.

The project site is located within the required habitat assessment survey area for burrowing owl. Potential habitat was identified by Principe and Associates and focused surveys were conducted in July and August 2015. No burrowing owls, burrowing owl sign, or active burrows were observed during the 2015 surveys conducted by Principe and Associates.

The County of Riverside has conditioned the project prior to grading permit issuance for a 30-Day Burrowing Owl Pre-Construction Survey. The results of the pre-construction survey must be reviewed and approved by the County Biologist prior to the issuance of a grading permit.

The project site is also located within the required habitat assessment survey area for Los Angeles pocket mouse. Potential habitat was identified by Principe and Associates in July 2015. The MSHCP requires that if the Los Angeles pocket mouse is found and there is long-term conservation value, 90 percent avoidance is needed. The project is avoiding approximately 4.38 acres of mapped suitable habitat, which is approximately 95% of the habitat present on site. Project would impact 0.22 acres of suitable Coastal Sage Scrub habitat. Focused trapping surveys were not performed, as it was assumed the Los Angeles pocket mouse was present. To demonstrate that the 90% threshold has been met, findings of equivalency shall be made demonstrating that the 90% standard has been met. If it is determined that the 90% threshold cannot be met, the Permittee must make a determination of biologically equivalent or superior preservation (DBESP).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project will be consistent with Section 6.3.2 of the MSHCP with adherence to Riverside County Conditions of Approval.

The proposed project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan. Impacts will be less than significant with adherence to Riverside County Conditions of Approval.

b-c) The 49.63-acre project site is comprised of agricultural land that has been dry farmed in the past.

The California Natural Diversity Database (CNDDDB) search revealed several sensitive plant species reported for the USGS 7.5-minute Winchester California quadrangle. However, no endangered, threatened, candidate, sensitive, or special status species were observed during the July and August 2015 field surveys conducted by Principe and Associates. This is largely due to the active agricultural activity and discing. The project site does contain potential habitat for burrowing owl and Los Angeles pocket mouse, which are California Special Species of Concern. As mentioned in part a) herein, the County of Riverside has conditioned the project prior to grading permit issuance for a 30-Day Pre-construction Burrowing Owl Survey for consistency with Section 6.3.2 of the MSHCP. Impacts related to endangered, threatened, candidate, sensitive, or special status species will be less than significant with adherence to Riverside County Conditions of Approval.

d) The project site is not located within or adjacent to an existing or proposed MSHCP Core or Linkage, Conservation Area, or wildlife nursery.

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. The project supports suitable nesting bird habitat. Removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season. Nesting bird season is February 1st through August 31st. However, if habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted prior to ground disturbance or vegetation removal.

The County of Riverside has conditioned the project prior to grading permit issuance for the completions of a pre-construction nesting bird survey. Prior to finalization of a grading permit or prior to issuance of any building permits the projects consulting biologist shall prepare and submit a report, documenting the results of the survey, to the Riverside County Environmental Programs Department/County Biologist for review and approval.

The project will not 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 with adherence to Riverside County Conditions of Approval. No impacts will occur.

e-f) According to the Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis, prepared by Principe and Associates October 15, 2015, the presence of wetlands waters and non-wetland waters of the U.S. and California Department of Fish and Game (CDFG) jurisdictional drainages on the property did not exist. No impacts will occur.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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No impacts to riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service or federally protected wetlands as defined by Section 404 of the Clean Water Act will occur.

g) The proposed project is subject to the Riverside County Oak Tree Management Guidelines; however, no oak trees are located on the project site. No impacts will occur.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

CULTURAL RESOURCES Would the project-

8. Historic Resources

a) Alter or destroy an historic site?

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b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?

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Source: On-site Inspection, Project Application Materials.

Findings of Fact:

a) Based on an analysis of records and a survey of the property by a Riverside County approved archaeologist, it has been determined that no historic resources were identified during the field survey. The results of the survey are provided in a cultural resources report titled, *A Phase I Cultural Resources Assessment of CUP03733*, prepared by Jean Keller, dated September 01, 2015. Because research showed that at one time, several structures had been present within the project, the consultant recommended that a cultural monitor be present during grading activities to ensure that if previously unidentified cultural resources are encountered, they will be handled in a timely and proper manner. Therefore, impacts in this regard are less than significant.

b) Based on an analysis of records and a survey of the property by a Riverside County approved archaeologist, it has been determined that no historic resources were identified during the field survey. The results of the survey are provided in a cultural resources report titled, *A Phase I Cultural Resources Assessment of CUP03733*, prepared by Jean Keller, dated September 01, 2015. Because research showed that at one time, several structures had been present within the project, the consultant recommended that a cultural monitor be present during grading activities to ensure that if previously unidentified cultural resources are encountered, they will be handled in a timely and proper manner and no changes in significance would occur. Therefore, impacts in this regard are less than significant.

9. Archeological Resources

a) Alter or destroy an archaeological site?

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b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: On-site Inspection, Project Application Materials, and Tribal consultation.

Findings of Fact:

a) Based on an analysis of records and a survey of the property by a Riverside County approved archaeologist, it has been determined that no archaeological resources were identified during the field survey. The results of the survey are provided in a cultural resources report titled, *A Phase I Cultural Resources Assessment of CUP03733*, prepared by Jean Keller, dated September 01, 2015. Therefore, because there are no archaeological sites or resources present, there will be no impacts in this regard.

b) Based on an analysis of records and a survey of the property by a Riverside County approved archaeologist, it has been determined that no archaeological resources were identified during the field survey. The results of the survey are provided in a cultural resources report titled, *A Phase I Cultural Resources Assessment of CUP03733*, prepared by Jean Keller, dated September 01, 2015. The consultant recommended that a cultural and tribal monitor be present during grading to ensure that any previously unidentified cultural resources encountered during grading would be handled and evaluated accordingly. There would be no changes in significance, therefore, impacts in this regard are less than significant.

c) Based on an analysis of records and archaeological surveys of the property, it has been determined that the project site does not include a formal cemetery or any archaeological resources that might contain interred human remains. As outlined in CEQA Guidelines Section 15064.5, in the event that human remains are discovered during grading or construction of the project, the Applicant and if necessary, the County, will work with the County Coroner and the appropriate Native Americans as identified by the Native American Heritage Commission (NAHC) pursuant to Public Resources Code Section 5097.98 to ensure that all human remains will be appropriately treated or disposed of, with appropriate dignity, and any items associated with Native American burials with the appropriate Native Americans as identified by the NAHC. Therefore, impacts in this regard are less than significant.

d) Based on an analysis of records and Native American consultation, it has been determined that the project property is not used for religious or sacred purposes. Therefore, the project will not restrict existing religious or sacred uses within the potential impact area because there were none identified. Therefore, there will be no impacts in this regard.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

10. Paleontological Resources

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

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Source: Riverside County General Plan Figure OS-8 "Paleontological Sensitivity"

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

a) Riverside County General Plan Figure OS-8 "Paleontological Sensitivity," identifies the project site as having a high potential for paleontological resources (fossils). The proposed project site grading/earthmoving activities could potentially impact this resource. Therefore, prior to Issuance of Grading Permits:

1) The applicant shall retain a qualified paleontologist approved by the County of Riverside to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).

2) The project paleontologist retained shall review the approved development plan and grading plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for review and approval prior to the issuance of a Grading Permit.

Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:

1. Description of the proposed site and planned grading operations.
2. Description of the level of monitoring required for all earth-moving activities in the project area.
3. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
4. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
5. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
6. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
7. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
8. Procedures and protocol for collecting and processing of samples and specimens.
9. Fossil identification and curation procedures to be employed.
10. Identification of the permanent repository to receive any recovered fossil material. Pursuant the County of Riverside "SABER POLICY", paleontological fossils found in the County of Riverside should, by preference, be directed to the Western Science Center in the City of Hemet.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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A written agreement between the property owner/developer and the repository must be in place prior to site grading.

11. All pertinent exhibits, maps, and references.

12. Procedures for reporting findings.

13. Identification and acknowledgement of the developer for the content of the PRIMP as well as the acceptance of financial responsibility for monitoring, reporting, and curation fees. The property owner and/or application on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery, and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (e.g. Professional Geologist), as appropriate. One original signed copy of the report(s) shall be submitted to the office of the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, the Plan Check staff, the Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP (60.PLANNING.11).

Safeguard Artifacts Being Excavated in Riverside County (SABER).

In addition, prior to Grading Final:

The applicant shall submit to the County Geologist one wet-signed copy of the Paleontological Monitoring Report prepared for site grading operations at this site. The report shall be certified by the professionally-qualified Paleontologist responsible for the content of the report. This Paleontologist must be on the County's Paleontology Consultant List. The report shall contain a report of findings made during all site grading activities and an appended itemized list of fossil specimens recovered during grading (if any) and proof of accession of fossil materials into the pre-approved museum repository. In addition, all appropriate fossil location information shall be submitted to the Western Center, the San Bernardino County Museum and Los Angeles County Museum of Natural History, at a minimum, for incorporation into their Locality Inventories (70.PLANNING.3).

These are standard Conditions of Approval (COA) and are not considered unique mitigation measures under the California Environmental Quality Act (CEQA). Therefore, impact will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS Would the project				
11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?				
b) Be subject to 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones," GIS database, Geologist Comments

Findings of Fact:

a) The proposed project is not located within an Alquist-Priolo Earthquake Fault Zone. The proposed project will not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death. California Building Code (CBC) requirements pertaining to residential development will mitigate the potential impact to a level of less than significant. As CBC requirements are applicable to all commercial development they are not considered mitigation for CEQA implementation purposes. The impact is considered less than significant.

b) The project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known fault lines are present on or adjacent to the project site. Therefore, there is a low potential for rupture of a known fault. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

12. Liquefaction Potential Zone	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be subject to seismic-related ground failure, including liquefaction?				

Source: Riverside County General Plan Figure S-3 "Generalized Liquefaction" and County Geologist Review

Findings of Fact:

a) According to Map My County (GIS Database), the project site is located within an area of moderate, yet inactive liquefaction area. The project will be required to comply with California Building Code (CBC) requirements pertaining to the proposed development. Through compliance with CBC requirements, the impact will be reduced to a level of less than significant. Since CBC regulations are required for all proposed development, it is not considered a unique mitigation measure under CEQA. Impacts are considered less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

13. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

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Source: Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map,"

Findings of Fact:

a) The proposed project is for a commercial building, a garage, and two (2) race tracks. The site is relatively flat to the southwest section of the project site. Through the use of Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map", maps showing General Ground Shaking Risk, and the review from the County Geologist on June 10, 2016, it has been determined that there are no known active or potentially active faults that traverse the site and the site is not located within close vicinity to an Alquist-Priolo Earthquake Fault zone. The primary seismic hazard that could affect the site is ground shaking resulting from an earthquake occurring along several major active or potentially active faults in Southern California. California Building Code (CBC) requirements pertaining to development will reduce the potential impact to a level of less than significant. As CBC requirements are applicable to all development, they are not considered mitigation for CEQA implementation purposes. Therefore impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

14. Landslide Risk

a) 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, collapse, or rockfall hazards?

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Source: On-site Inspection, Riverside County General Plan Figure S-5 "Regions Underlain by Steep Slope"

Findings of Fact:

a) The proposed project is for a commercial building, a garage, and two (2) race tracks. The site is relatively flat to the southwest section of the project site. Through the use of Riverside County General Plan Figure S-5 "Regions Underlain by Steep Slope," the project has a slope of less than 15% to the southwest section of the project boundaries and a slope of 25% and greater to the northeast section of the project boundaries. The scope of the project will be developed on the southwest section of the project site with slopes less than 15%. The project will incorporate the California Building Code (CBC) requirements pertaining to new construction will minimize the potential for grading failure or loss of life due to strong seismic ground shaking by ensuring that building pads are graded pursuant to applicable design criteria for the region. As CBC requirements are applicable to all development, they are not

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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considered mitigation for CEQA implementation purposes. Therefore, the project would result in a less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

15. Ground Subsidence

a) 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 ground subsidence?

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Source: Riverside County General Plan Figure S-7 "Documented Subsidence Areas Map"

Findings of Fact:

a) A majority of the project site is located within an area susceptible to soil subsidence, but not located near any documented area of subsidence. California Building Code (CBC) requirements pertaining to development will mitigate the potential impact to less than significant. As CBC requirements are applicable to all development, they are not considered mitigation for CEQA implementation purposes.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

16. Other Geologic Hazards

a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?

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Source: On-site Inspection, Project Application Materials

Findings of Fact:

a) The project site is not located near any large bodies of water or in a known volcanic area; therefore, the project site is not subject to geologic hazards, such as seiche, mudflow, or a volcanic hazard. The project will have no significant impact. The Project site is located approximately 2.5 miles northwest of Diamond Valley Lake and is not within a dam hazard zone, as illustrated by the Riverside County General Plan, Harvest Valley-Winchester Area Plan, Figure 11, *Harvest Valley/Winchester Area Plan Special Flood Hazards*. Additionally, Figure 11, *Harvest Valley/Winchester Area Plan Special Flood Hazards* illustrates that the Project site is not located within a 100-Year Flood Zone. Due to the relatively flat topography of the Project site and surrounding areas, there is not potential for the Project site to be impacted by mudflow hazards. Therefore, there will be no impacts.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. Slopes				
a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riv. Co. 800-Scale Slope Maps, Project Application Materials

Findings of Fact:

a) The project will not substantially alter the topography or ground surface relief features. Development will occur along the relatively flat portions of the project site and development will be avoided along the northwestern section of the project site which has steep topography. Grading activities will follow the natural slopes of the project site and will not alter any significant elevated topographic features located on the site. The impact will be less than significant.

b) No slopes with a slope greater than two to one (2:1) (horizontal run: vertical rise) are proposed on the project site. Proposed grading activities on the site are required to limit the steepness of slopes to this ratio of 2:1 unless otherwise approved. (COA: 10.BS GRADING.9). This is a standard condition of approval and is not considered unique mitigation under the California Environmental Quality Act (CEQA). The impact will be less than significant.

c) The project will not result in grading that effects or negates subsurface sewage disposal systems. The project will include two on-site septic tanks. All grading activity shall be subject to conditions of approval to ensure that no grading practices undermine the stability of the site for subsurface sewage disposal systems. Impacts in regards to this issue area will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

18. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: U.S.D.A. Soil Conservation Service Soil Surveys, Project Application Materials, On-site Inspection

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

a) The proposed commercial recreational facility may result in substantial soil erosion or the loss of topsoil during grading activities. Implementation of grading Best Management Practices (BMPs) will reduce the impact to below a level of significance. Some BMPs include the use of sediment filters and gravel bags to prevent water run-off and soil erosion during construction activity. BMPs are required pursuant to the National Pollution Discharge Elimination System (NPDES) and has been conditioned (COA 10. GRADE. 6 and 10. GRADE. 7). Impacts will be less than significant.

b) The proposed project may be located on expansion soil, however, California Building Code (CBC) requirements pertaining to all proposed structures shall reduce the potential to a level of less than significant. Since CBC requirements are applicable to all proposed development, it is not considered unique mitigation under CEQA. Impacts will be less than significant.

c) The project site will include two on-site septic tanks. All grading activity shall be subject to conditions of approval to ensure that no grading practices undermine the stability of the site for subsurface sewage disposal systems. In addition, all grading activity shall be subject to conditions of approval to ensure that no grading practices undermine the stability of the site for subsurface sewage disposal systems. Impacts in regards to this issue area will be less than significant

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

19. Erosion

a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?

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b) Result in any increase in water erosion either on or off site?

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Source: U.S.D.A. Soil Conservation Service Soil Surveys

Findings of Fact:

a) According to Map My County (GIS Database), the project site is not intersected by a river or stream or the bed of a lake. In result, the project will not change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake. Standard construction procedures, and federal, state and local regulations implemented in conjunction with the site's storm water pollution prevention plan (SWPPP) and its Best Management Practices (BMPs) required under the National Pollution Discharge System (NPDES) general construction permit, will minimize potential for erosion during construction. These practices will keep substantial amounts of soil material from eroding from the project site or into natural watercourses. The proposed grading would not substantially alter drainage patterns or increase the rate of flows that can result in any change in deposition. Therefore, the impacts would be less than significant.

b) The proposed commercial recreational facility may result in the increase in water erosion either on or off site. The potential for on-site water erosion will increase due to grading and excavating activities during the construction phase. However, the National Pollutant Discharge Elimination System (NPDES)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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requires that construction activities which disturbs 1 acre of land or more are required to provide a Storm Water Prevention Plan (SWPPP) and year round Best Management Practices (BMP's) which are required to be maintained and in place for all areas that have been graded or disturbed. BMPs, such as the use of gravel bags and sediment filters during construction activity, must be implemented for maintaining water quality and reducing erosion. Impacts will be less than significant. The Building and Safety Department has conditioned the project to for Erosion Control Protection (10.BS GRADE.6 and 10. BS GRADE.7). Impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

20. Wind Erosion and Blowsand from project either on or off site.

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?

Source: Riverside County General Plan Figure S-8 "Wind Erosion Susceptibility Map," Ord. No. 460, Article XV & Ord. No. 484

Findings of Fact:

a) As indicated on Figure S-8 "Wind Erosion Susceptibility Map", the project site is located within an area of Moderate Wind Erodibility rating. The Riverside County General Plan, Safety Element Policy for Wind Erosion requires buildings and structures to be designed to resist wind loads which are covered by the California Building Code (CBC). With such compliance, the project will not result in an increase in wind erosion and blow sand either on or off site. The project will have a less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

GREENHOUSE GAS EMISSIONS Would the project

21. Greenhouse Gas Emissions

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Urban Crossroads Greenhouse Gas Analysis dated May 6, 2016

Findings of Fact:

CEQA Guidelines 15064.4 (b) (1) states that a lead agency may use a model or methodology to quantify greenhouse gas emissions associated with a project (40).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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On October 2, 2013, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) released the latest version of the California Emissions Estimator Model™ (CalEEMod™) v2013.2.2. The purpose of this model is to more accurately calculate construction source and operational-source criteria pollutant (NOx, VOC, PM10, PM2.5, SOx, and CO) and greenhouse gas (GHG) emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures (41). Accordingly, the latest version of CalEEMod™ has been used for this Project to determine construction and operational air quality impacts. Output from the model runs for operational activity are provided in Appendix 3.1.

Operational Emissions

Operational activities associated with the proposed Project will result in emissions of CO2, CH4, and N2O from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- Go-Kart Emissions
- Solid Waste
- Water Supply, Treatment and Distribution

Area Source Emissions

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in the CalEEMod model.

Energy Source Emissions

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Unless otherwise noted, CalEEMod™ default parameters were used.

Mobile Source Emissions

GHG emissions will also result from mobile sources associated with the Project. These mobile source emissions will result from the typical daily operation of motor vehicles by visitors, employees, and residents.

Project mobile source emissions are dependent on both overall daily vehicle trip generation. Trip characteristics available from the report, K-1 Speed Outdoor Kart Track Traffic Impact Analysis Urban Crossroads (2015) were utilized in this analysis (55).

Go-Kart Emissions

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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GHG emissions will result from onsite source emissions associated with the Project. As previously noted, the Project consists of an outdoor go-kart facility. The Project plans to have the following hours of operation: Monday-Thursday: 12pm-9pm and Friday-Sunday: 9am-9pm. On a typical operating day, races will occur approximately four times an hour, with each race lasting approximately 5 minutes. The Project plans to utilize six gas-powered, 4-stroke go-karts for each race. It is our understanding each go-kart will have a maximum speed of 80 miles per hour. Go-kart emissions factors are based on data provided by CARBS's *Emissions Estimation Methodology for Off-Highway Recreational Vehicles*.

Solid Waste

Commercial land uses will result in the generation and disposal of solid waste. A large percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste associated with the proposed Project were calculated by CalEEMod using default parameters.

Water Supply, Treatment and Distribution

Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used.

Emissions Summary

As shown on Table 20-1, the Project will result in approximately 558.23 MTCO₂e per year; the proposed project would not exceed the County of Riverside's screening threshold of 3,000 MTCO₂e per year as established by SCAQMD and County of Riverside's Climate Action Plan (CAP). Thus, project-related emissions would not have a significant direct or indirect impact on GHG and climate change and would not require additional analysis.

TABLE 20-1: TOTAL PROJECT GREENHOUSE GAS EMISSIONS

Emission Source	Emissions (metric tons per year)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ E
Annual construction-related emissions amortized over 30 years	22.77	3.99E-03	—	22.85
Area	0.01	3.00E-05	5.91E-03	0.01
Energy	120.34	5.22E-03	1.68E-03	120.97
Mobile Sources	110.01	3.95E-03	—	110.09
Onsite Source Emissions	5,897.46	—	—	245.73
Waste	19.81	1.17	—	44.40
Water Usage	11.91	0.08	1.98E-03	14.18
Total MTCO₂e	558.23			

b) The purpose of the Climate Action Plan (CAP) is to provide guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the County of Riverside. To address the state's requirement to reduce GHG emissions, the County of Riverside prepared its CAP with the goal of reducing GHG emissions within the County by 15% below "existing" 2008 levels by the year 2020. The County's target is consistent with the AB 32 target and ensures that the County of Riverside will be providing GHG reductions locally that will complement state efforts to reduce GHG emissions. Because the County's CAP addresses GHG emissions reductions and is consistent with the requirements of AB 32 and international efforts to reduce GHG emissions, compliance with the CAP fulfills the description of mitigation found in the State CEQA Guidelines.

The CAP identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 MTCO₂e per year is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO₂e per year will be required to achieve at least a 25% reduction of GHG emissions from a 2011 year level of efficiency compared to the mitigated Project buildout year.

As shown on Table 3-2 (above), the Project will result in approximately 558.23 MTCO₂e per year; the proposed project would not exceed the County of Riverside's screening threshold of 3,000 MTCO₂e per year. Thus, project-related emissions would not have a significant direct or indirect impact on GHG and climate change and would not require additional analysis.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

HAZARDS AND HAZARDOUS MATERIALS Would the project:

22. Hazards and Hazardous Materials

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

☐ ☐ ☒ ☐

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

☐ ☐ ☒ ☐

c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?

☐ ☐ ☒ ☐

d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

☐ ☐ ☐ ☒

e) 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?

☐ ☐ ☒ ☐

Source: Project Application Materials

Findings of Fact:

a) Development of the proposed project may increase the use and disposal of related substances such as gas, oils, etc. The proposed project (K-1 Speed) is consistent with the Manufacturing-Service

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Commercial (M-SC) zone. The zoning classification allows for certain land uses which might use hazardous materials. The management of such hazardous materials is subject to the Department of Environmental Health (EHS) policies. The EHS Department has incorporated several conditions related to hazardous materials including reviews for the business, the requirement for a business emergency plan for the storage of hazardous materials, and further review for any other additional environmental health issues that may arise (90.E HEALTH.1; 90.E HEALTH.2; and 90.E HEALTH.3). These are standard conditions for these type of facilities and, therefore, are not considered unique mitigation pursuant to CEQA. Therefore, the impact is considered less than significant.

b) The proposed project is not anticipated to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The EHS Department has incorporated several conditions related to hazardous materials including reviews for the business, the requirement for a business emergency plan for the storage of hazardous materials, and further review for any other additional environmental health issues that may arise (90.E HEALTH.1; 90.E HEALTH.2; and 90.E HEALTH.3). These are standard conditions for these type of facilities and, therefore, are not considered unique mitigation pursuant to CEQA. The impact is considered less than significant.

c) The proposed project will not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. The project, as designed, allows for adequate emergency access. The impact is considered less than significant.

d) Upon a brief review of the surrounding environment, staff has determined that the closest school is, Winchester School, located 0.75 miles to the south of the site. In result, the project is not located within ¼ mile of either an existing or proposed school and therefore, the project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school. The project will have no impact.

e) The proposed project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, would not create a significant hazard to the public or the environment. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

23. Airports

a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure S-19 "Airport Locations," GIS database

Findings of Fact:

a) The proposed Project is located within the Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). The Project determination by the Riverside County Airport Land Use Commission (ALUC) Director (ZAP1203MA16) found the project Consistent with the 2014 March Air Reserve Base/Inland Port Land Use Compatibility Plan, subject to the conditions of approval contained on page 2 of the Riverside County Airport Land Use Commission letter. These are standard conditions, and are not considered unique mitigation under CEQA. Therefore, implementation of the Project will not result in an inconsistency with an Airport Master Plan. No impacts are anticipated.

b) The Implementation of the proposed Project required review by the Airport Land Use Commission. The Project determination by the Riverside County Airport Land Use Commission (ALUC) Director was on July 6, 2016 (ZAP1203MA16). The ALUC found the project consistent with the 2014 March Air Reserve Base/Inland Port Land Use Compatibility Plan in Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area, subject to the conditions of approval contained on page 2 of the Riverside County Airport Land Use Commission letter. No impacts are anticipated.

c) The ALUC Director found the project consistent with the 2014 March Air Reserve Base/Inland Port Land Use Compatibility Plan for a Project located in Zone E of the March Air Reserve Base/Inland Port Airport Influence Area, subject to the conditions of approval contained on page 2 of the Riverside County Airport Land Use Commission letter. These are standard conditions, and are not considered unique mitigation under CEQA. These conditions are imposed to reduce any risks to people working in proximity to the March Air Reserve Base/Inland Port Airport Influence Area. Therefore, implementation of the proposed Project would not result in a safety hazard for people residing or working in the proposed Project area. No impacts are anticipated.

d) Based on a review of an aerial photo of the proposed Project site and its immediate environs, the proposed Project is not located within the vicinity of a private airstrip, or heliport. Therefore, implementation of the proposed Project would not result in a safety hazard for people residing or working in the proposed Project area. No impacts are anticipated.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

24. Hazardous Fire Area

a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan Figure S-11 "Wildfire Susceptibility," GIS database

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

a) Indicated on Riverside County General Plan Figure S-11 "Wildfire Susceptibility," the project site is located within an area of moderate to very high potential for wildland fires. The proposed project will not 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 because standard conditions of approval have been added to the project that will assure adequate infrastructure exists on site to address fire suppression needs. In addition, the project will be required to adhere to Riverside County Ordinance No. 787 and the California Building Code, which contains provisions for prevention of fire hazards. These are standard conditions of approval and are not considered mitigation under CEQA. Therefore, the impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

HYDROLOGY AND WATER QUALITY Would the project

25. Water Quality Impacts

a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Riverside County Flood Control District Flood Hazard Report/Condition

Findings of Fact:

- a) All grading shall be subject to the conditions of approval (COA 10. BS GRADE.1; 10. BS GRADE.3; 10. BS GRADE.6-11; 10. BS GRADE.13; 10. BS GRADE.20; and 10. BS GRADE.23-24) to ensure that proposed drainage system will be consistent with the natural drainage pattern of the site and will not affect adjacent properties. Because the project will result in the soil disturbance of more than one acre it will be required under the California Construction General Permit (CGP) to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will protect storm water from pollutions as a result of project construction activities through the incorporation of Best Management Practices (BMP's) to minimize or eliminate the amount of surfaces runoff on and across property lines. Therefore, there will be a less than significant impact.
- b) As stated above, when grading plans are submitted for the future residential development of the site, Best Management Practices (BMP's) will be required to minimize and eliminate any type of surface runoff on- or off-site. Additionally, stormwater and waste discharge will be managed via conformance with the California Stormwater Quality Association Stormwater BMP Handbook. Therefore, the proposed Project will not violate any water quality standards or waste discharge requirements. There would be a less than significant impact.
- c) Development of the site will involve grading and construction of a kart garage, a 14,023 square-foot building, and two (2) race tracks will be subject to conditions as stated in Findings of Fact Section 25.a, of approval to ensure that grading, construction and site development will not interfere with any groundwater supply. Therefore, there will be a less than significant impact.
- d) As indicated in Findings of Fact 25.b, the grading plan will incorporate BMP's to minimize and eliminate any substantial surface runoff on-site and across property lines. Therefore, the proposed project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. There would be a less than significant impact.
- e-f) As indicated in General Plan Figure S-9, the Project site is not located in an area with the potential for flood hazards. Therefore, there would be no impact.
- g) Future development of the project site will incorporate BMP's to minimize and eliminate the amount of surface runoff on-site and across property lines, and include measures to avoid any type of pollution runoff. The proposed Project would not substantially degrade water quality. Therefore, there would be a less than significant impact.
- h) Two (2) bioretention facilities along with an infiltration basin sized to properly treat flows are proposed as indicated in the Drainage Report dated August 2, 2016. As indicated in Findings of Fact 25.a-25.g, the development will incorporate BMP's to minimize and eliminate the amount of surface runoff on-site and across property lines, and include measures to avoid any type of pollution runoff. Impacts are considered less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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26. Floodplains

Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.

NA - Not Applicable ☒

U - Generally Unsuitable ☐

R - Restricted ☐

a) 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 that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (Dam Inundation Area)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure S-9 "100- and 500-Year Flood Hazard Zones," Figure S-10 "Dam Failure Inundation Zone," Riverside County Flood Control District Flood Hazard Report/Condition, GIS database

Findings of Fact:

a) The proposed project will incorporate conditions of approval (COA 10. BS GRADE.1; 10. BS GRADE.3; 10. BS GRADE.6-11; 10. BS GRADE.13; 10. BS GRADE.20; and 10. BS GRADE.23-24) and incorporate BMP's so that the development of the project site would not substantially alter the existing drainage pattern of the site or alter any course of a stream or river that would increase the rate or amount of surface on- or off-site. The project site will have two basins on site to handle drainage flows with the development of the project which will not alter off-site flows. Therefore, there will be a less than significant impact.

b) The proposed Project will install new stormwater treatment facilities to meet County requirements to capture and manage the discharge of surface runoff without any substantial change in the rate or amount. With the requirement of the SWPPP and incorporation of BMP's, compliance with development standards and conditions of approval, impacts associated with this issue area will be less than significant.

c) According to the Riverside County General, the Project site is not located within a Flood Hazard Zone or a Dam Failure Inundation Zone. Therefore, there will be no impact

d) The proposed Project is not forecast to substantially change the amount of surface water in any water body, including during future storms up to the 100-year runoff volume. The closest body of water is 2.75 miles to the east. Therefore, impacts are considered less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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LAND USE/PLANNING Would the project

27. Land Use

a) Result in a substantial alteration of the present or planned land use of an area?

☐
☐
☒
☐

b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?

☐
☐
☐
☒

Source: Riverside County General Plan, GIS database, Project Application Materials

Findings of Fact:

a) The proposed go-kart facility will not result in a substantial alteration of the present or planned land use of the area. At this time, the project site is currently vacant and surrounded by vacant property to the north, scattered single-family residential to the south and east, and an existing commercial facility directly to the west. The project will be designed to be compatible with the neighboring uses and a landscape buffer will be placed along Grand Avenue in order to reduce the visual impact of the proposed facility. The Project is consistent with the existing and any proposed development in proximity to the Project site. Therefore, implementation of the proposed Project will not result in a substantial alteration of the present or planned land use of an area. Any impacts are considered less than significant.

b) As indicated on Map My County (GIS Database), the project site is not located within a City Sphere of Influence and in result, the project will not affect land use within a city sphere of influence and/or within adjacent city or county boundaries. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

28. Planning

a) Be consistent with the site's existing or proposed zoning?

☐
☐
☒
☐

b) Be compatible with existing surrounding zoning?

☐
☐
☒
☐

c) Be compatible with existing and planned surrounding land uses?

☐
☐
☒
☐

d) Be consistent with the land use designations and policies of the General Plan (including those of any applicable Specific Plan)?

☐
☐
☒
☐

e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?

☐
☐
☐
☒

Source: Riverside County General Plan Land Use Element, Staff review, GIS database

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

a) The current zoning for the subject site is Rural-Residential (R-R). The proposed application would change this designation from Rural-Residential (R-R) to Manufacturing-Service Commercial (M-SC) to the western portion of the project site. The proposed project is an allowed use within the Manufacturing-Service Commercial (M-SC) zone and will be consistent with the development standards of the Manufacturing-Service Commercial (M-SC) zoning classification. The Project, as designed, meets the zoning development standards in terms of heights, setbacks, lot coverage, parking and landscaping. Therefore, implementation of the proposed Project will be consistent with the site's existing zoning. Any impacts are considered less than significant.

b) The proposed commercial use is surrounded by properties which are currently zoned Rural Residential (R-R) to the north, east, and west, and One-Family Dwelling (R-1) to the south. The project proposes to alter the zoning classification of the western portion of the project site to that of Manufacturing-Service Commercial (M-SC) in order to accommodate the proposed go-kart facility. The zoning classification for the eastern portion of the project site will remain as Rural Residential (R-R) as this portion of the site will not be developed. As previously addressed, the project site is surrounded primarily by residential zoned properties with the closest property zoned Manufacturing-Service Commercial (M-SC) and Scenic Highway Commercial (C-P-S) located 0.6 miles to the southeast of the project site. Overall, changing the zoning classification of a portion of the project site along Grand Avenue to Manufacturing-Service Commercial (M-SC) will not significantly impact surrounding zoning classifications. Therefore, impacts are considered less than significant.

c) The project site is surrounded by an existing commercial equestrian facility to the west, vacant property to the north, and vacant and scattered single-family residential dwellings to the east and south. As addressed in the project description, the project proposes to develop a commercial go-kart race facility on 49.63 acres. The project will be designed to be compatible with the primarily surrounding residential land uses that are located within close vicinity to the project site. More specifically, the project will have a landscape and fencing buffer which will extend along Grand Avenue in order to reduce the overall visual impacts created from the track facility. In addition, design measures will be implemented which will reduce the overall noise impacts associated with the track and the potential impact on surrounding single-family residential dwellings. The proposed associated structures for the go-cart facility will also be setback approximately 45 feet from the main portion of Grand Avenue to reduce visibility and noise impacts to be consistent with existing surrounding land uses. Therefore, impacts are considered less than significant.

d) The project site has a current Land Use Designation of Community Development: Light Industrial (CD:LI) and Rural: Rural Mountainous (R: RM) as indicated on the Riverside County GIS database. The portion of the project site which will be developed for the proposed go-kart facility will be located within the area which has a land use designation of Community Development: Light Industrial (CD: LI). Illustrated in the Land Use Element of the Riverside County General Plan, the Community Development: Light Industrial (CD: LI) land use designation is intended for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses. Therefore impacts are considered less than significant.

e) The Project is consistent with the existing and proposed General Plan land use designations, zoning and developed uses. There is no low-income or minority community on the Project site; therefore, this is not applicable. The area surrounding the Project is either currently developed with commercial and manufacturing uses, or is planned for these types of uses. Based on this information, Project would not

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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disrupt or divide the physical arrangement of an established community (including a low-income or minority community. No impacts are anticipated.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

MINERAL RESOURCES Would the project

29. Mineral Resources

a) Result in the loss of availability of a known mineral resource that would be of value to the region or 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?

☐
☐
☐
☒

c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?

☐
☐
☐
☒

d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?

☐
☐
☐
☒

Source: Riverside County General Plan Figure OS-6 "Mineral Resources Area"

Findings of Fact:

a-b) The project site is located within MRZ-3, which is defined as areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit undetermined. The General Plan identifies policies that encourage protection for existing mining operations and for appropriate management of mineral extraction. A significant impact would constitute a log of availability of a known mineral resource would include unmanaged extraction or encroach on existing extraction. The project does not propose any mineral extraction on the project site. The project will not result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or residents of the State. The project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, no impact would occur.

c-d) The Project site is not located near lands classified as Mineral Resources Zone 2 (MRZ-2), which are areas known to have mineral resources deposits. Additionally, lands abutting the Project site do not include any State classified or designated areas, and there are no known active or abandoned mining or quarry operations on lands abutting the Project site. Therefore, no impact would occur.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

NOISE Would the project result in

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Definitions for Noise Acceptability Ratings

Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked.

NA - Not Applicable

A - Generally Acceptable

B - Conditionally Acceptable

C - Generally Unacceptable

D - Land Use Discouraged

30. Airport Noise

a) 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?

☐
☐
☒
☐

NA ☒ A ☐ B ☐ C ☐ D ☐

b) 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?

☐
☐
☒
☐

NA ☒ A ☐ B ☐ C ☐ D ☐

Source: Riverside County General Plan Figure S-20 "Airport Locations," County of Riverside Airport Facilities Map

Findings of Fact:

a) As indicated in Section 23, the project site is located within Zone E of the March Air Reserve Base; however, the project site is not located within two (2) miles of a public airport or public use airport. The closest airport is Hemet-Ryan Airport which is located 5.8 miles to the east of the project site. The project will not expose people residing or working in the project area to excessive noise levels and the impact will be less than significant.

b) The closest private airstrip is Pines Airpark which is located approximately 6.7 miles to the south of the project site. Such an airstrip may result in occasional flights that may result in individual noise events, but would not expose people to aircraft noise that could be deemed excessive. The private airstrip would allow for smaller aircraft such as single engine piston or high performance turboprop. The project will not expose people residing or working in the project area to excessive noise levels generated by passing aircraft. The project will have a less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

31. Railroad Noise

NA ☒ A ☐ B ☐ C ☐ D ☐

☐
☐
☐
☒

Source: Riverside County General Plan Figure C-1 "Circulation Plan", GIS database, On-site Inspection

Findings of Fact:

As indicated on Riverside County General Plan Figure C-1 "Circulation Plan", the project site is not located within close vicinity of an existing railroad line. Therefore the project will have no impact.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

32. Highway Noise

NA <input type="checkbox"/>	A <input checked="" type="checkbox"/>	B <input type="checkbox"/>	C <input type="checkbox"/>	D <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: On-site Inspection, Project Application Materials

Findings of Fact:

a) The project site is located approximately 0.6 miles to the west of Highway 79. Based on the distance of the neighboring freeway the impact will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

33. Other Noise

NA <input checked="" type="checkbox"/>	A <input type="checkbox"/>	B <input type="checkbox"/>	C <input type="checkbox"/>	D <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Project Application Materials, GIS database

Findings of Fact:

No additional noise sources have been identified near the project site that would contribute a significant amount of noise to the project. There will be no significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

34. Noise Effects on or by the Project

a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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c) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Noise Impact Analysis by Urban Crossroads dated May 6, 2016, and Project Application Materials

Findings of Fact:

Fundamentals of Sound and Environmental Noise

Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called bels. In order to provide a finer description of sound, a bel is subdivided into ten decibels, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a barely perceptible change in sound and a 5 dBA change is generally readily perceptible.

Perceived noise levels reduce substantially as the distance from the source of the noise increases. As a sample, a noise source measured of 100 dBA at a one (1) foot distance would generally measure at approximately 60 dBA at a 100 foot distance.

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise have been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:

LEQ (Equivalent Energy Noise Level): The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. LEQ is typically computed over 1-, 8-, and 24-hour sample periods.

CNEL (Community Noise Equivalent Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00pm to 10:00pm and after addition of ten decibels to sound levels in the night from 10:00pm to 7:00am.

LDN (Day-Night Average Level): The average equivalent A-weighted sound level during a 24- hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00am.

CNEL and LDN are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. LEQ is better utilized for describing specific and consistent sources because of the shorter reference period.

a) The Riverside County has set exterior noise limits to control community noise impacts from non-transportation noise sources (such as playgrounds, trash compactors, air-conditioning units, etc.).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Policy N 4.1 of the Noise Element sets an exterior noise limit not to be exceeded for a cumulative period of more than ten minutes in any hour of 65 dBA Leq for daytime hours of 7:00 a.m. to 10:00 p.m., and 45 dBA Leq during the noise-sensitive nighttime hours of 10:00 p.m. to 7:00 a.m. (3) These stationary-source noise level standards are consistent with the Riverside County Office of Industrial Hygiene guidelines for noise studies within the County.

The operational noise sources associated with the proposed Project are expected to include: vehicles driving to the project site, kart races, kart maintenance activities, public address system announcements, trailer and recreational vehicle activities, and parking lot vehicle movements. The operational hours of the Project are expected to be between the hours of 12:00 p.m. to 9:00 p.m. on Mondays through Thursdays, and between the hours of 9:00 a.m. to 9:00 p.m. on Fridays through Sundays. Based on the hours of operation provided by the Project team, no Project-related operational activity is anticipated during the more sensitive hours of 10:00 p.m. to 7:00 a.m., and therefore, nighttime Project-related operational noise levels are not analyzed in this noise study.

To fully describe the exterior operational noise levels from the K-1 Speed Outdoor Kart Track, Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA has the ability to analyze the noise level of multiple types of noise sources and calculates the noise levels at any location using the spatially accurate Project site plan. The program has the ability to analyze the noise level of multiple types of noise sources and to calculate the effects of topography, buildings and multiple barriers.

Using the spatially accurate Project site plan and flown aerial imagery from Google Earth, a CadnaA noise prediction model of the Project study area was developed. The noise model provides a spatially accurate three dimensional representation of the Project study area using the following key data inputs:

- Ground elevations (topography) in meters;
- Ground absorption;
- Reflections at buildings and barriers;
- Reference noise level sources by type (area, line, point, etc.), frequency spectral content, noise source height and attenuation rate;
- Multiple noise receiver locations and heights; and
- Barrier locations and heights.

Based on these data inputs, the CadnaA noise prediction model will calculate the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level calculations at each receiver location and the partial noise level contributions by noise source. The reference sound power level (PWL) for each piece of equipment expected at the Project site is then input into the CadnaA noise prediction model. While sound pressure levels (e.g. Leq) quantify in decibels the intensity of given sound sources at a reference distance, sound power levels (PWL) are connected to the sound source and are independent of distance. Sound pressure levels vary substantially with distance from the source, and also diminish as a result of intervening obstacles and barriers, air absorption, wind and other factors. Sound power is the acoustical energy emitted by the sound source, and is an absolute value that is not affected by the environment.

The operational noise level calculations provided in this noise study account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. With geometric spreading, sound levels

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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attenuate (or decrease) at a rate of 6 dB for each doubling of distance from a point source, and at a rate of 4.5 dBA for each doubling of distance from a line source.

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. Table 33-1 presents a summary of the operational noise source activities used in this analysis to describe the daytime and nighttime Project noise levels. This section provides a detailed description of the reference noise level measurements shown on Table 9-1 used to estimate the Project operational noise impacts. Table 33-1 identifies the noise source, the duration of the reference noise level measurement, the distance from the source, the noise source height, and the reference hourly Leq noise levels. In addition, Table 33-1 provides the sound power levels (PWL) for input into the CadnaA noise prediction model. The sound power levels have been individually calibrated in the noise prediction model to accurately describe the reference hourly Leq noise levels. Based on the technical guidance provided for CadnaA, (19) each reference noise source is created in an individual CadnaA noise model with a receiver at the reference distance of the noise level measurement. The PWL of each noise source is then adjusted in each individual CadnaA noise model until the noise level at the given reference distance equals the measured reference noise level shown on Table 33-1. The calibrated PWLs are then input into the operational CadnaA noise model for each Project-related noise source.

TABLE 33-1: CONSTRUCTION REFERENCE NOISE LEVELS

**Parking Lot
Vehicle
Movement**

To determine the noise level impacts associated with parking lot vehicle movements, Urban Crossroads collected reference noise

Noise Source ^a	Duration (minutes)	Distance From Source (Feet)	Noise Source Height (Feet)	Noise Level (dBA Leq)		Calif So Po Le (p)
				@ Ref. Dist.	@ 50 Feet	
Parking Lot Vehicle Movements	0:01:23	5'	5'	62.5	47.5	7
Trailer & RV Activities	0:01:00	20'	5'	66.3	58.3	9
Engine Revving Before Race	0:00:11	300'	3'	68.7	64.2	
Race 1: Super 1 & 2 Karts	0:10:00	50'	3'	79.4	74.4	
Race 2: Super 3, 4, 4M, & 5 Karts	0:09:00	50'	3'	85.5	85.5	
Race 3: TaG Cadet	0:08:30	50'	3'	88.2	88.2	
Race 4: TaG Cadet Rookie	0:09:00	50'	3'	89.5	89.5	
Race 5: TaG Junior	0:08:30	50'	3'	80.8	80.8	
Representative Race Activity Noise Level ^a				84.7	84.7	14

level measurements at the Adams Motorsports Park located at 5292 24th Street in the City of Riverside on August 28th, 2015. The one-minute and 23-second noise level measurement indicates that the parking lot vehicle movements generate noise levels of 47.5 dBA Leq at a distance of 50 feet. The Adams Motorsports Park parking lot noise levels are mainly due to cars pulling in and out of spaces, people walking to and from their cars, and the car engines starting. Noise associated with parking lot vehicle movements is expected during the typical daytime and nighttime conditions for the entire hour (60 minutes).

Trailer & RV Activities

In order to assess the impacts created by the trailer and recreational vehicle (RV) activity on the Project site, additional reference noise levels were collected from the Adams Motorsports Park located at 5292

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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24th Street in the City of Riverside on August 28th, 2015. The unmitigated exterior noise levels were measured at 58.3 dBA Leq at a uniform reference distance of 50 feet from the trailer and RV parking lot and includes an RV generator, people talking and walking, and background parking lot vehicle movements.

Kart Race Activities

On August 28th, 2015, Urban Crossroads, Inc. collected multiple short-term reference noise level measurements of multiple kart races at the Adams Motorsports Park located at 5292 24th Street in the City of Riverside. Operations at the Adams Motorsports Park measurements represent the typical peak event activities with a total of five races over a period of one hour. The kart race activity reference noise level measurements include multiple types of motorized kart classes including 2-stroke and 4-stroke karts. Additional background noise sources during the reference noise level measurements include kart maintenance activities, public address system announcements, and spectator noise activities.

To describe the kart race activities associated with the Project, this noise study uses a representative race activity reference noise level based on the observed activity over the peak hour at the Adams Motorsports Park. The representative race activity noise level of 84.7 dBA Leq at a distance of 50 feet is based on an average of five kart races, of varying kart classes, over a one-hour period and represents the typical peak hour noise levels associated with kart race activities, as shown on Table 9-1. The individual kart race reference noise level measurements from all five races are described below. The representative race activity is expected to occur during the expected operational hours between 12:00 p.m. to 9:00 p.m. on Mondays through Thursdays, and between the hours of 9:00 a.m. to 9:00 p.m. on Fridays through Sundays. Appendix 9.1 includes photos of the reference noise sources.

Engine Revving

The reference noise levels due to kart engines being revved prior to the start of a race was measured at a noise level of 84.2 dBA Leq at a distance of 50 feet to describe the potential noise levels at the Project site. The reference noise source is located at the start of the race track and represents a stationary point source that includes 10 karts at the starting line.

Race 1: Super 1 & 2 Karts

The first race included Super 1 and 2 class karts over a 10-minute period and the reference noise level was measured at 79.4 dBA Leq at a distance of 50 feet to describe the potential noise levels at the Project site. The reference noise level measurement represents the entire race with multiple Super 1 & 2 kart pass-by events, tires screeching on turns, and engine noise from each kart.

Race 2: Super 3, 4, 4M, & 5 Karts

The second race included Super 3, 4, 4M, and 5 class karts over a 9-minute period with a reference noise level of 85.5 dBA Leq at a distance of 50 feet. The reference noise level measurement represents the entire race with multiple Super 3, 4, 4M, and 5 class kart pass-by events, tires screeching on turns, and engine noise from each kart.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Race 3: TaG Cadet Karts

The third race included Touch and Go (TaG) Cadet karts over an eight and a half-minute period with a reference noise level of 88.2 dBA Leq at a distance of 50 feet. TaG karts include a touch control engine start button which removes the need to start the kart motor from outside of the kart itself. Further, the Cadet class represents a typical age range of 7 to 12-year-old racers. The reference noise level measurement represents the entire race with multiple TaG Cadet class kart pass-by events, tires screeching on turns, and engine noise from each kart.

Race 4: TaG Cadet Rookie Karts

The fourth race included a TaG Cadet Rookie kart race over 9-minute period with a reference noise level of 89.5 dBA Leq at a distance of 50 feet. The reference noise level measurement represents the entire race with multiple TaG Cadet Rookie kart pass-by events, tires screeching on turns, and engine noise from each kart.

Race 5: TaG Junior Karts

The fifth and final race included TaG Junior karts over an eight and a half-minute period with a reference noise level of 80.8 dBA Leq at a distance of 50 feet. The Junior class typically includes racers between the ages of 12 and 15 years-old. The reference noise level measurement represents the entire race with multiple TaG Junior kart pass-by events, tires screeching on turns, engine noise from each kart, and one kart spin-out during a turn.

Operational Noise Levels

Based upon the reference noise levels, it is possible to estimate the Project operational stationary-source noise levels at each of the sensitive receiver locations. The operational noise level calculations provided in this noise study account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. Hard site conditions are used in the operational noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source and at a rate of 4.5 dBA for each doubling of distance from a line source.

Today, Grand Avenue is a two-lane undivided roadway with a cross-section width of 60 feet. However, according to the Riverside County General Plan Circulation Element, Grand Avenue is designated as an Urban Arterial with a planned future right-of-way cross-section width of 152 feet. It is important to note that the planned future cross-section for Grand Avenue will extend beyond the current location of receiver R2. For future conditions, the nearest noise-sensitive land use will be located approximately 182 feet south of the Project boundary south of Grand Avenue. This eliminates location R2 as a noise-sensitive receiver for future conditions. To ensure the necessary noise mitigation measures are incorporated into the Project, this noise analysis describes the operational noise conditions for both the existing and future right-of-way cross-section width on Grand Avenue.

Existing Condition Operational Noise Levels

Under existing conditions, the Project-related operational noise levels are evaluated at the receiver locations discussed in Section 8, based on the Project site plan, previously shown on the site plan, which locates the kart racing track at the southern Project site boundary and proposed right-of-way of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Grand Avenue. Table 33-2 presents the unmitigated exterior noise levels due to the operation of the Project under the worst-case daytime hours of 9:00 a.m. to 9:00 p.m., based on the planned hours of operation. Table 33-2 indicates that the typical hourly Project noise levels are expected to range from 42.2 to 72.2 dBA Leq at the sensitive receiver locations. To demonstrate compliance with local noise standards, the Project-only operational noise levels are evaluated against the Riverside County General Plan Noise Element exterior noise level standard of 65 dBA Leq. The Project-related operational noise levels approaching 72.2 dBA Leq at receiver location R2 will exceed the Riverside County General Plan Noise Element noise level standards, and therefore, requires exterior noise mitigation.

Multiple barrier heights were tested in the CadnaA Noise Model in order to determine the recommended effective noise barrier height to reduce the noise levels at receiver location R2. Table 33-2 shows the mitigated noise levels with a recommended 10-foot high effective noise barrier will approach 65.0 dBA Leq and will satisfy the Riverside County General Plan Noise Element noise level standards at receiver location R2 near the Project site. The recommended noise barrier can be made up of a berm, wall, or combination of the two, as long as the height of the barrier is a total of 10 feet above the ground elevation. It is important to note that the planned future cross-section for Grand Avenue will extend beyond the current location of receiver R2. However, the mitigation measures identified in this noise study show that the Project-related operational noise levels can be reduced to *less than significant* noise impacts for existing conditions. The existing condition operational noise level calculation results from the CadnaA noise prediction model are included in Appendix 9.2 of this analysis. Exhibit 33-A shows the Project related operational noise level contour boundaries.

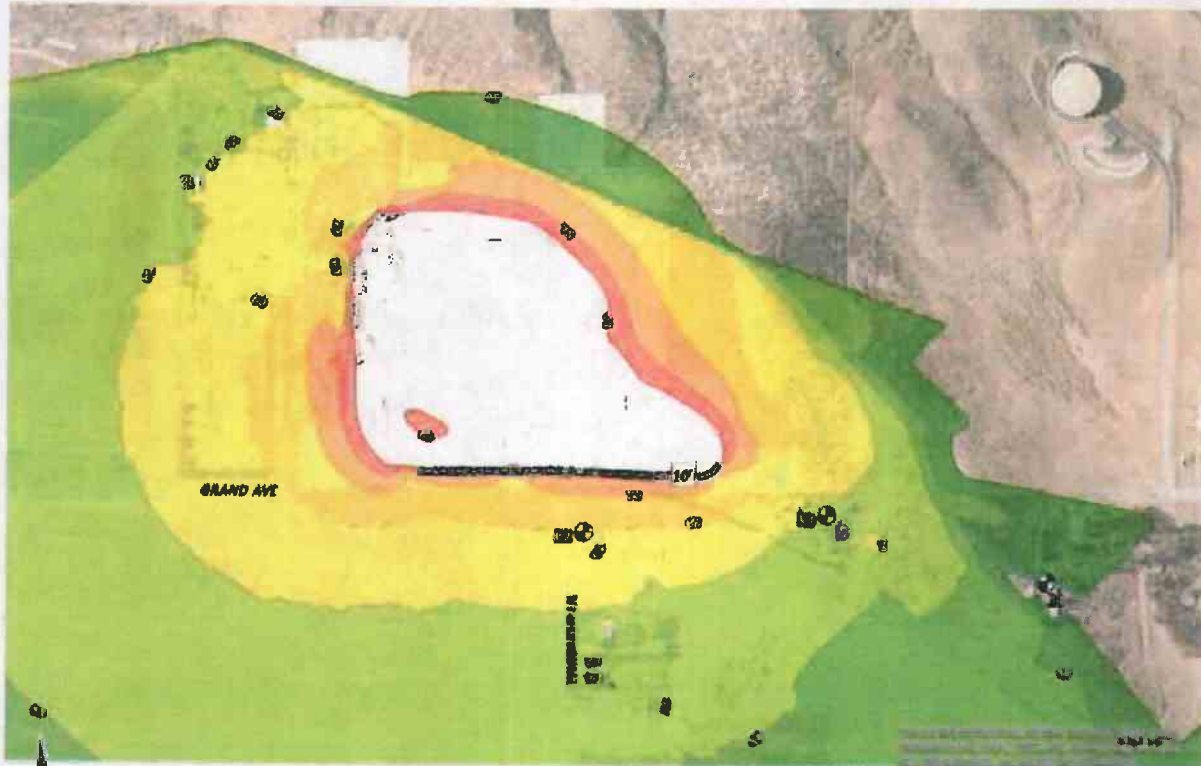
Future Condition Operational Noise Levels

Since Grand Avenue is designated as an Urban Arterial in the County of Riverside General Plan Circulation Element, receiver location R2 would represent an incompatible land use with the proposed right-of-way and required setback distance for residential land use. Therefore, the future operational noise levels are evaluated based on the future distance of approximately 182 feet from the Project site boundary to the residential land use south of Grand Avenue. Exhibit 33-A shows the future condition mitigated Project-related operational noise level contour boundaries. Table 33-3 shows the unmitigated Project-related operational noise levels will approach 68.0 at the future residential land uses south of the Grand Avenue right-of-way which will exceed the Riverside County General Plan Noise Element noise level standards, and therefore, require exterior noise mitigation. Table 33-3 shows the recommended effective noise barrier height of 8 feet will satisfy the Riverside County General Plan Noise Element noise level standards at the sensitive receiver locations with mitigated operational noise levels approaching 65.0 dBA Leq. The recommended noise barrier can be made up of a berm, wall, or combination of the two, as long as the height of the barrier is a total of 8 feet above the ground elevation. With the mitigation measures identified in this noise study, the future condition Project-related operational noise levels can be reduced to *less than significant* noise impacts. The future condition operational noise level calculation results from the CadnaA noise prediction model are included in Appendix 9.3 of this analysis.

Future sensitive receiver locations at the residential-designated land use south of Grand Avenue will likely include the construction of 6 to 8-foot high perimeter walls which would further reduce the operational noise levels under future conditions. However, this analysis does not account for any future barriers at off-site sensitive receiver locations, but rather recommends on-site operational noise mitigation for the Project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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EXHIBIT 33-A: EXISTING CONDITION MITIGATED OPERATIONAL NOISE CONTOURS



LEGEND:

Noise Level Contour Boundaries (dBA Leq)

45 55 65 75
50 60 70 80



Receiver Locations



Recommended Noise Barrier Height (in feet)



Recommended Effective Noise Barrier

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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EXHIBIT 33-B: FUTURE CONDITION MITIGATED OPERATIONAL NOISE CONTOURS

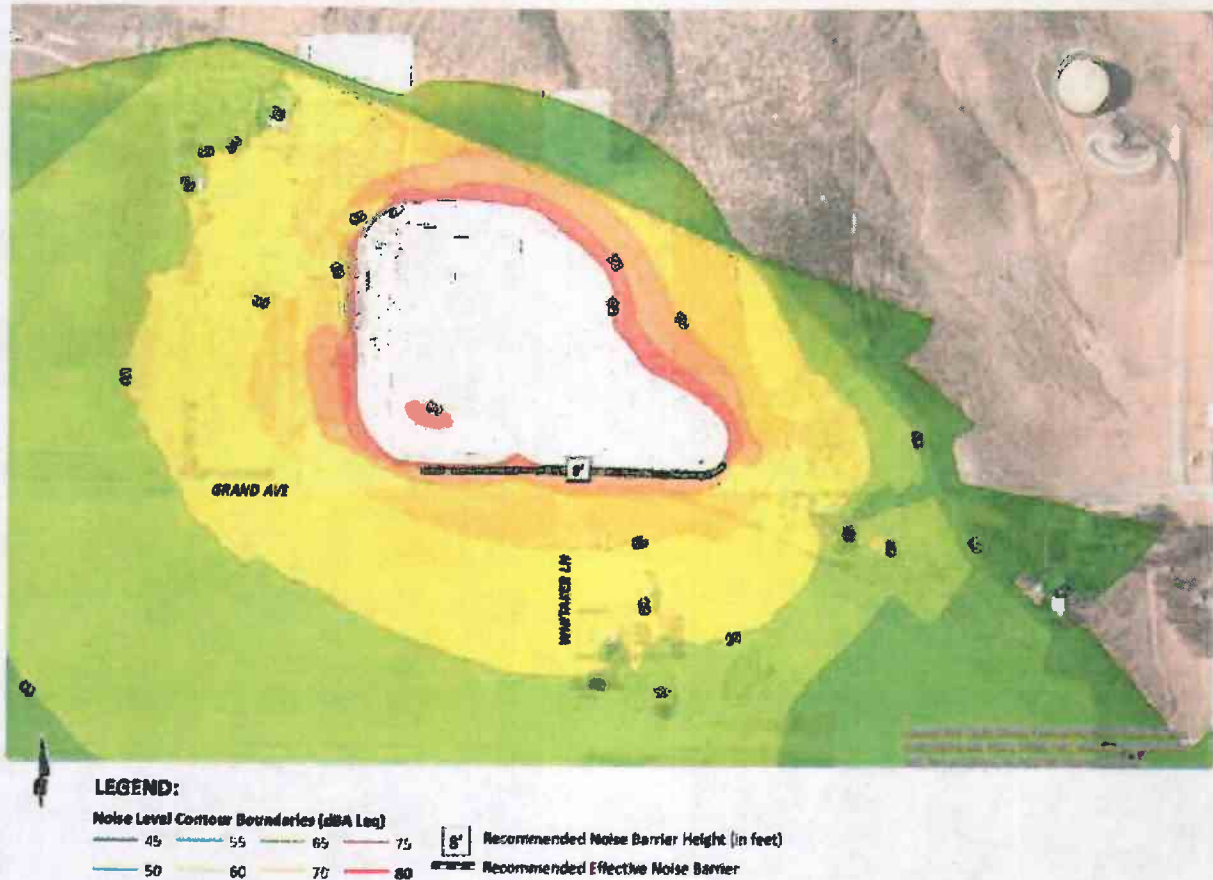


TABLE 33-2: EXISTING CONDITION PROJECT OPERATIONAL NOISE LEVELS (DBA LEQ)

Receiver Location ¹	Unmitigated (dBA Leq) ²			With Mitigation (dBA Leq)	
	Project-Only	Noise Level Standard ³	Threshold Exceeded?	With 10' Noise Barrier	Threshold Exceeded?
R1	50.0	65	No	49.1	No
R2	72.2	65	Yes	65.0	No
R3	59.8	65	No	58.7	No
R4	43.2	65	No	42.8	No
R5	48.6	65	No	48.0	No
R6	52.2	65	No	48.6	No
R7	42.2	65	No	41.8	No

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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TABLE 33-3: FUTURE CONDITION PROJECT OPERATIONAL NOISE LEVELS (DBA LEQ)

Receiver Location ¹	Unmitigated (dBA Leq) ²			With Mitigation (dBA Leq)	
	Project- Only	Noise Level Standard ³	Threshold Exceeded?	With 8' Noise Barrier	Threshold Exceeded?
R1	50.0	65	No	48.9	No
R2	72.2	65	Yes	65.0	No
R3	59.8	65	No	57.9	No
R4	43.2	65	No	42.3	No
R5	45.6	65	No	47.9	No
R6	52.2	65	No	50.7	No
R7	42.2	65	No	41.9	No

Operational Noise Mitigation Measures

Operation of the proposed Project will generate high noise levels at the nearby sensitive land uses in the Project study area. The mitigation measures identified below would reduce the noise levels under existing and future conditions at the impacted sensitive receiver locations to *less than significant* levels.

Existing Conditions

- Construction a minimum 10-foot high effective noise barrier at the Project's southern site boundary, as shown on Exhibit 33-A, to mitigate the exterior operational noise levels at receiver location R2. The noise control barrier must meet the noise barrier requirements identified below.

Future Conditions

- Construction a minimum 8-foot high effective noise barrier at the Project's southern site boundary, as shown on Exhibit 33-B, to mitigate the exterior operational noise levels at the future residential land use south of the right of -way of Grand Avenue. The noise control barrier must meet the noise barrier requirements identified below.

The recommended noise barriers shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the noise source. The noise control barriers must present a solid face from top to bottom and 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 barrier shall be constructed using one of the following materials:

- Masonry block;
- Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue and groove wood of sufficient weight per square foot;
- Glass (1/4-inch-thick), or other transparent material with sufficient weight per square foot;
- Earthen berm;
- Any combination of these construction materials satisfying a weight of at least 4 pounds per square-foot of face area.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation measure for a 10-foot wall will apply upon completion of the road expansion on both sides of Grand Avenue. Thereafter, the wall may be reduced to eight (8) feet to comply with the proposed mitigation measure

b) Temporary increases in ambient noise levels will occur during the construction phase. Construction impacts will be of short duration and will cease once the construction phase of the Project is completed. Precautions are taken to ensure the safety construction workers.

To control noise impacts associated with the construction of the proposed Project, the County has established limits to the hours of operation. Section 9.52.020 of the County's Noise Regulation ordinance, indicates that noise associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is considered exempt between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. Neither the County's General Plan nor Zoning Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase.

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers and portable generators that when combined can reach high levels. The number and mix of construction equipment is expected to occur in the following stages:

- Site Preparation;
- Grading;
- Building Construction;
- Paving; and
- Architectural Coating.

This construction noise analysis was prepared using reference noise level measurements taken by Urban Crossroads, Inc. to describe the typical construction activity noise levels for each stage of Project construction. The construction reference noise level measurements represent a list of typical construction activity noise levels. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to in excess of 80 dBA when measured at 50 feet. Hard site conditions are used in the construction noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source (i.e. construction equipment). For example, a noise level of 80 dBA measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA at 100 feet from the source to the receiver, and would be further reduced to 68 dBA at 200 feet from the source to the receiver. The construction stages used in this analysis are consistent with the data used to support the construction emissions in the *K-1 Speed Outdoor Kart Track Air Quality Impact Analysis* prepared by Urban Crossroads, Inc.

To describe the Project construction noise levels, measurements were collected for similar activities at several construction sites. Table 10-1 provides a summary of the sixteen construction reference noise level measurements. Since the reference noise levels were collected at varying distances, all construction noise level measurements presented on Table 33-4 have been adjusted to describe a common reference distance of 50 feet.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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TABLE 33-4: CONSTRUCTION REFERENCE NOISE LEVELS

ID	Noise Source	Reference Distance From Source (Feet)	Reference Noise Levels @ Reference Distance (dBA Leq)	Reference Noise Levels @ 50 Feet (dBA Leq) ^a
1	Truck Pass-Bys & Dozer Activity ¹	30'	63.6	59.2
2	Dozer Activity ¹	30'	65.5	64.2
3	Construction Vehicle Maintenance Activities ²	30'	71.9	67.5
4	Foundation Trenching ²	30'	72.6	68.2
5	Rough Grading Activities ²	30'	77.9	73.5
6	Residential Framing ³	30'	66.7	62.3
7	Water Truck Pass-By & Backup Alarms ⁴	30'	76.3	71.9
8	Dozer Pass-By ⁴	30'	84.0	79.6
9	Two Scrapers & Water Truck Pass-By ⁴	30'	83.4	79.0
10	Two Scrapers Pass-By ⁴	30'	83.7	79.3
11	Scraper, Water Truck, & Dozer Activity ⁴	30'	79.7	75.3
12	Concrete Mixer Truck Movements ⁵	50'	71.2	71.2
13	Concrete Paver Activities ⁵	30'	70.0	65.6
14	Concrete Mixer Pour & Paving Activities ⁵	30'	70.3	65.9
15	Concrete Mixer Backup Alarms & Air Brakes ⁵	50'	71.6	71.6
16	Concrete Mixer Pour Activities ⁵	50'	67.7	67.7

Construction Noise Analysis

The construction noise analysis shows that the highest construction noise levels will occur when construction activities take place at the edge of the Project site. As shown on Table 33-5, the unmitigated construction noise levels are expected to range from 40.7 to 68.6 dBA Leq at the receiver locations in the Riverside County. To control noise impacts associated with the construction of the proposed Project, the County has established limits to the hours of operation. Section 9.52.020 of the County's Noise Regulation ordinance, provided in Appendix 3.2, indicates that noise associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is considered exempt between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. To allow for a quantified determination of what the Noise Control Ordinance constitutes as noise that *may jeopardize the health, safety or general welfare of Riverside County residents and degrade their quality of life* due to Project construction activity, relevant quantified stationary source noise standards established in the General Plan, Policy N 4.1, are used in this analysis to assess the Project construction noise levels at nearby sensitive receivers. Therefore, the daytime noise level standard of 65 dBA Leq is used to evaluate the potential Project-related construction noise impacts.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**TABLE 33-5:
UNMITIGATED CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY (DBA LEQ)**

Receiver Location ¹	Construction Phase Hourly Noise Level (dBA Leq)					
	Site Preparation	Grading	Building Construction	Paving & Site Finishes	Architectural Coating	Peak Activity ²
R1	48.1	45.4	34.0	37.4	28.1	45.4
R2	58.3	55.6	57.2	60.7	51.3	65.5
R3	62.1	62.4	51.0	54.2	45.1	62.4
R4	52.9	53.2	41.8	45.2	35.9	53.2
R5	47.1	47.4	36.0	39.4	30.1	47.4
R6	46.4	46.7	35.3	38.7	29.4	46.7
R7	40.4	40.7	29.3	32.7	23.4	40.7

The potential short-term unmitigated construction noise levels are expected to exceed the acceptable construction noise level threshold of 65 dBA Leq at one of the noise-sensitive receiver locations, R2 (residential home south of Grand Avenue), as shown on Table 33-6. Therefore, temporary construction noise mitigation barriers are required at the construction boundaries near the impacted receiver locations where Project construction noise levels could potentially exceed the noise level thresholds, as shown on Exhibit 33-C. The construction noise analysis presents a conservative, worst-case approach with the highest noise-level-producing equipment for each stage of Project construction operating at the closest point on the Project site boundary to the nearby sensitive receiver locations. This scenario is unlikely to occur during typical construction activities and likely overstates the construction noise levels which will actually be experienced at each receiver location. With the installation of temporary exterior noise control barriers at the minimum height shown on Table 33-6 and Exhibit 33-C, the worst-case construction noise levels at the nearby residential receivers would be reduced.

This analysis does not evaluate the feasibility of temporary noise barrier installation. If it is not feasible to install temporary barriers, construction noise levels would not be reduced, because no other measures exist to reasonably reduce construction noise levels. The noise attenuation provided through temporary noise barriers depends on many factors including cost, wind loading, the location of the receiver, and the ability to place barriers such that the line-of-sight of the receiver is blocked to the noise source, among others. This analysis assumes a temporary noise barrier constructed using frame-mounted materials such as vinyl acoustic curtains or quilted blankets attached to the construction site perimeter fence.

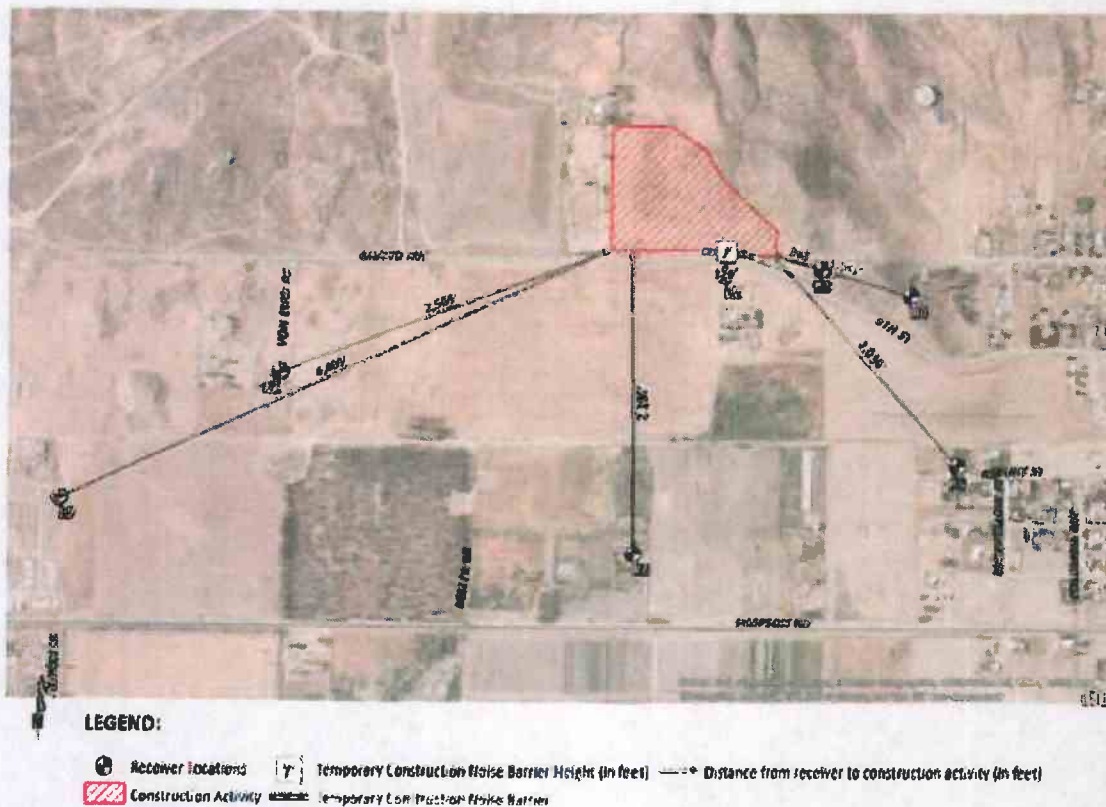
Table 33-6 shows the mitigated peak construction noise levels at the potentially impacted receiver locations are expected to range from 40.7 to 63.8 dBA Leq with the attenuation provided by the temporary construction noise barriers. As shown on Table 33-6, the temporary noise barrier mitigation will reduce the construction noise levels at receiver location R2 to satisfy the 65 dBA Leq significance threshold during temporary Project construction activities. The noise impact due to Project construction is considered a *less than significant* impact after mitigation at receiver location R2, which includes the use of temporary noise barriers, as shown on Exhibit 33-C. The noise barrier attenuation calculations for existing and temporary noise barriers are provided in Noise Analysis.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**TABLE 33-6:
MITIGATED CONSTRUCTION NOISE LEVELS WITH TEMPORARY BARRIERS (dBA Leq)**

Receiver Location ¹	Construction Noise Levels (dBA Leq)			With Temporary Noise Barriers (dBA Leq)			
	Peak Activity ²	Threshold ³	Threshold Exceeded? ⁴	Temporary Barrier Height (Feet)	Attenuation	Construction Noise Levels ⁵	Threshold Exceeded? ⁴
R1	45.4	65	No	-	-	-	-
R2	58.6	65	Yes	7'	-4.8	63.8	No
R3	62.4	65	No	-	-	-	-
R4	53.2	65	No	-	-	-	-
R5	47.4	65	No	-	-	-	-
R6	46.7	65	No	-	-	-	-
R7	40.7	65	No	-	-	-	-

**EXHIBIT 33-C:
TEMPORARY CONSTRUCTION NOISE BARRIER MITIGATION**



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) Riverside County Ordinance No. 847 establishes countywide standards regulating noise according to the type of land use (General Plan land use designation and density). The land use to the north is Rural: Rural Mountainous (R:RM), to the east is Community Development: Light Industrial (CD:LI) and Rural: Rural Mountainous (R:RM), to the south is Community Development: Medium Density Residential (CD:MDR) and to the west is Open Space: Recreational (OS:REC). According to Section 4 of Ordinance No. 847, the maximum decibel levels for these listed land use designations range from 45 dBA during the daytime (7 AM – 10 PM), and nighttime (10 PM – 7 AM) for Open Space: Recreational up to 75 dBA during the daytime (7 AM – 10 PM), and 55 dBA during the nighttime (10 PM – 7 AM) for Community Development: Light Industrial. As previously mentioned, existing conditions currently exceed the allowable dBA threshold at 69.1 (24-Hour Ambient Noise Level Measurements). Operation of the proposed Project, with mitigation measures will reduce substantial levels of noise to 65.0 (Table 9-2: Existing Condition Project Operational Noise Levels (dBA LEQ)).

Regarding the Project's construction noise, according to Section 2 of Ordinance No. 847, noise emanating from private construction projects located within one-quarter of a mile from an inhabited dwelling, such as the proposed Project, is exempt from Ordinance No. 847's noise standards provided that 1) construction does not occur between the hours of 6:00 PM – 6:00 AM during the months of June through September, or between the hours of 6:00 PM – 7:00 AM during the months of October through May. Therefore, adherence of Riverside County Ordinance No. 847 and with incorporation of mitigation measures construction noise impacts will be reduced to less than significant.

d) Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts are:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to building, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact.
- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration. Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading. Using the vibration source level of construction equipment provided on Table 6-5 (Noise Analysis) and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts. Table 33-7 presents the expected Project related vibration levels at each of the sensitive receiver locations.

Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec PPV at a distance of 25 feet. At distances ranging from 176 to 4,409 feet from the Project site, construction vibration velocity levels are expected to approach 0.0048 in/sec PPV, as shown on Table 33-7. In order to assess the human perception of vibration levels in PPV, as previously discussed, the velocities are converted to RMS vibration levels

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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based on the Caltrans *Transportation and Construction Vibration Guidance Manual* conversion factor of 0.71. Table 33-7 shows the construction vibration levels in RMS are expected to approach 0.0034 in/sec (RMS) at the nearby receiver locations. Based on the Riverside County vibration standards of 0.01 in/sec RMS, the proposed Project construction activities will satisfy the County of Riverside vibration standard of 0.01 in/sec RMS at all nearby sensitive receiver locations. Therefore, the Project-related vibration impacts at the nearby receiver locations represent a *less than significant* impact during Project construction.

The vibration impacts due to Project construction do not represent vibration levels capable of causing building damage to nearby residential homes. The FTA identifies construction vibration levels capable of building damage ranging from 0.12 to 0.5 in/sec PPV. The peak Project construction vibration levels shown on Table 33-7, approaching 0.0048 in/sec PPV, will not exceed the FTA vibration levels for building damage at the residential homes near the Project site. Further, the impacts at the site of the closest sensitive receivers are unlikely to be sustained during the entire construction period, but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. Construction at the Project site will be restricted to daytime hours consistent with City requirements thereby eliminating potential vibration impact during the sensitive nighttime hours.

TABLE 33-7: CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Receiver ¹	Distance To Const. Activity (Feet)	Receiver PPV Levels (in/sec) ²					RMS Velocity Levels (in/sec) ⁴	Threshold Exceeded? ⁴
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
R1	2,565'	0.000	0.000	0.000	0.000	0.000	0.000	No
R2	176'	0.000	0.002	0.004	0.005	0.005	0.003	No
R3	362'	0.000	0.001	0.001	0.002	0.002	0.001	No
R4	1,043'	0.000	0.000	0.000	0.000	0.000	0.000	No
R5	2,036'	0.000	0.000	0.000	0.000	0.000	0.000	No
R6	2,196'	0.000	0.000	0.000	0.000	0.000	0.000	No
R7	4,409'	0.000	0.000	0.000	0.000	0.000	0.000	No

Mitigation:

- Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall only occur between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. (5) The Project construction supervisor shall ensure compliance with the note and the County shall conduct periodic inspection at its discretion.
- If the recommended operational noise barrier mitigation is constructed prior to the commencement of Project construction activities, the below temporary noise barrier is not required. However, without the recommended operational noise barrier mitigation, the temporary noise barrier outlined below is necessary during Project construction activities.
- Install minimum 7-foot high temporary construction noise barriers at the northwestern Project site boundaries for receiver location R2, as shown on Exhibit 37-A for the duration of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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construction activities at the Project site. The noise control barriers must present a solid face from top to bottom. The noise control barrier must meet the minimum heights shown on Exhibit 37-A.

- The barrier shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the noise source. The noise barrier shall be constructed using one of the following materials:
 - An acoustical blanket (e.g. vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts;
 - Masonry block;
 - Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue and groove wood of sufficient weight per square foot;
 - Glass (1/4-inch-thick), or other transparent material with sufficient weight per square foot;
 - Earthen berm;
 - Any combination of these construction materials satisfying a weight of at least 4 pounds per square foot of face area.
- 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.
- During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site (i.e., to the center) during all Project construction.
- The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May). The contractor shall prepare a haul route exhibit and shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Construction a minimum 10-foot high effective noise barrier at the Project's southern site boundary, as shown on Exhibit 33-A, to mitigated the exterior operational noise levels at receiver location R2. The noise control barrier must meet the noise barrier requirements identified below.
 - Masonry block;
 - Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue and groove wood of sufficient weight per square foot;
 - Glass (1/4-inch-thick), or other transparent material with sufficient weight per square foot;
 - Earthen berm;
 - Any combination of these construction materials satisfying a weight of at least 4 pounds per square-foot of face area.
- Construction a minimum 8-foot high effective noise barrier at the Project's southern site boundary, as shown on Exhibit 33-B, to mitigated the exterior operational noise levels at the future residential land use south of the right of -way of Grand Avenue. The noise control barrier must meet the noise barrier requirements identified below.
 - Masonry block;
 - Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue and groove wood of sufficient weight per square foot;
 - Glass (1/4-inch-thick), or other transparent material with sufficient weight per square foot;
 - Earthen berm;
 - Any combination of these construction materials satisfying a weight of at least 4 pounds per square-foot of face area.

Monitoring: Monitoring will be through the Building and Safety Plan Check process.

POPULATION AND HOUSING Would the project

35. Housing

a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

☐ ☐ ☐ ☒

b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?

☐ ☐ ☐ ☒

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

☐ ☐ ☐ ☒

d) Affect a County Redevelopment Project Area?

☐ ☐ ☐ ☒

e) Cumulatively exceed official regional or local population projections?

☐ ☐ ☐ ☒

f) 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)?

☐ ☐ ☐ ☒

Source: Project Application Materials, GIS database, Riverside County General Plan Housing Element

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) The project proposes to develop a commercial recreational go-kart facility, onsite garage, and a 14,023 square-foot ancillary building. The project site is currently vacant and in result will not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. The project will have no impact.

b) As previously addressed, the proposed use is for a commercial recreational facility on a vacant property that is approximately 49.63 acres. The project will not create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income. The project will have no impact.

c) The project site is vacant and will not displace a substantial numbers of people, necessitating the construction of replacement housing elsewhere. The project will have no impact.

d) The project is not located within a County Redevelopment Project Area and in result, the project will not affect a County Redevelopment Project Area. The project will have no impact.

e) The project does not propose either temporary or permanent housing and in result, the project will not cumulatively exceed official regional or local population projections.

f) The project will not induce substantial population growth in an area, either directly or indirectly. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the 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:

36. Fire Services

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan Safety Element

Findings of Fact:

The proposed commercial recreational facility will be serviced by the Riverside County Fire Department. Any potential significant effects generated by this project will be mitigated through the payment of standard fees to the County of Riverside. The proposed project will not directly physically alter existing facilities or result in the construction of new facilities. Any construction of new facilities required by the cumulative effects of surrounding projects would have to meet all applicable environmental standards. The project shall comply with County Ordinance No. 659 to mitigate the potential effects to fire services (COA.90.PLANNING.28). This is a standard Condition of Approval and is not considered mitigation under CEQA. The impact will be less than significant.

Mitigation: No mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring measures are required.

37. Sheriff Services

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan

Findings of Fact:

The proposed facility will be serviced by the Riverside County Sheriff's Department. Overall, the project will not have an incremental effect on the level of sheriff services provided in the vicinity of the project area. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards. The project shall comply with County Ordinance No. 659 to mitigate the potential effects to sheriff services (COA 90.PLANNING.28). This is a standard Condition of Approval and is not considered mitigation under CEQA. The impact will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

38. Schools

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Hemet Unified School District correspondence, GIS database

Findings of Fact:

The proposed facility will not physically alter existing educational facilities or result in the construction of new or physically altered facilities. The proposed project is located within the Hemet Unified School District. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards. This project has been conditioned to comply with School Mitigation Impacts fees in order to mitigate the potential effects to school services (COA 80.PLANNING.17). This is a standard Condition of Approval and not considered mitigation under CEQA. The project will have a less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

39. Libraries

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

The proposed project will not create a significant incremental demand for library services. The project will not require the provision of new or altered government facilities at this time. Any construction of new facilities required by the cumulative effects of surrounding projects would have to meet all applicable environmental standards. This project shall comply with County Ordinance No. 659 to mitigate the potential effects to library services. (COA 90.PLANNING.28) This is a standard Condition of Approval and pursuant to CEQA is not considered mitigation.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

40. Health Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan

Findings of Fact:

The use of the proposed project would not cause an impact on health services. The site is located within the service parameters of County health centers. The project will not physically alter existing facilities or result in the construction of new or physically altered facilities. The project will have no impact. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

RECREATION

41. Parks and Recreation

a) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Is the project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: GIS database, Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Ord. No. 659 (Establishing Development Impact Fees), Parks & Open Space Department Review

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

a) The project proposes a commercial recreational go-kart facility with onsite garage and 14,023 square-foot building. The project does not propose residential uses which may generate a demand for the construction of recreational facilities or the expansion of recreational facilities. The project will not have an adverse effect on the environment. Therefore, impacts are less than significant.

b) The project will not include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

c) The project site is located within Community Service Area (CSA) No. 146 however; the project site is a commercial facility and will not be required to pay Quimby Fees. The impact will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

42. Recreational Trails

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Riv. Co. 800-Scale Equestrian Trail Maps, Open Space and Conservation Map for Western County trail alignments

Findings of Fact:

The project does not create a need or impact a recreational trail in the vicinity of the project. The project will have no significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

TRANSPORTATION/TRAFFIC Would the project

43. Circulation

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Alter waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Urban Crossroads Traffic Impact Analysis dated December 1, 2015

Findings of Fact:

a-b) In order to assess the Project's potential to result in significant impacts to the surrounding circulation system, a Project-specific traffic impact analysis was conducted for the Project. The Project is estimated to generate a net total of 587 weekday trip-ends per day with 55 weekday peak hour trips and 800 Saturday daily trips with 400 Saturday peak hour trips. The Project is proposed to have access via 2 driveways along Grand Avenue. All Project driveways are proposed to allow for full access in the interim, however, when Grand Avenue is widened to its ultimate General Plan roadway designation as a six-lane divided roadway, then Driveway 2 would be restricted to right-in/ right-out access only.

Project Trip Generation

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation manual are not readily available for the proposed use. As such, trip generation for the proposed Project have been determined based on Trip Generation and Parking Rate Analysis for the Proposed K-1 Speed Indoor Kart Track. Although the proposed Project is for an outdoor kart track, it is anticipated that the number of attendees and operations are similar to those of an indoor track during the weekday. As such, the weekday peak hour and daily trip generation have been estimated based on data obtained from the Trip Generation letter for the Friday as it is the most conservative. Although the Trip Generation letter also addresses the Saturday peak hours, the site is anticipated to host national race events approximately once per quarter. In an effort to conduct a conservative analysis, the trip generation for the Saturday daily and peak hour have been estimated based on information provided by the applicant for the national race events. The Trip Generation letter is provided in Appendix 4.1 for reference.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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A summary of the Project's trip generation is shown in Table 42-1. As shown on Table 42-1, the proposed Project is anticipated to generate a net total of 587 weekday trip-ends per day with 55 weekday peak hour trips and 800 Saturday daily trips with 400 Saturday mid-day peak hour trips.

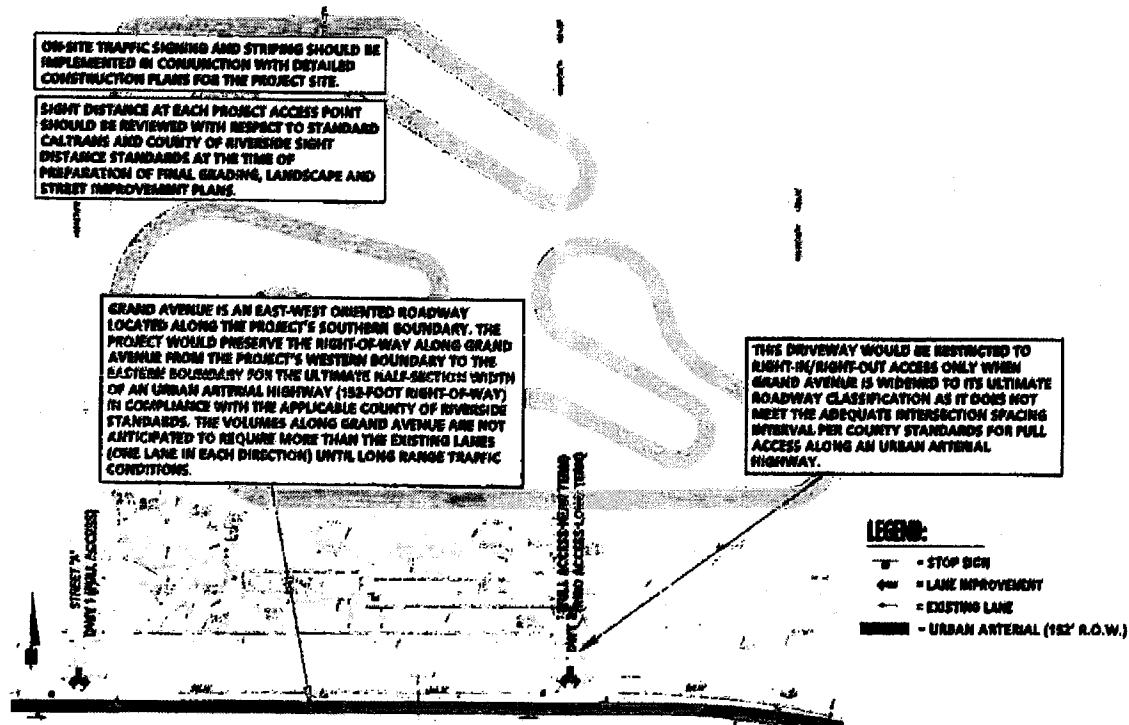
Project Trip Distribution

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. Trip distribution patterns for the proposed Project are illustrated on Exhibit 42-1. This trip distribution pattern has been utilized for all traffic conditions. As shown on Exhibit 42-1, Driveway 2 has been evaluated with right-in/right-out access only for Horizon Year traffic conditions, when Grand Avenue is anticipated to be widened to its ultimate General Plan roadway designation as an Urban Arterial Highway.

**TABLE 42-1
PROJECT TRIP GENERATION SUMMARY**

Land Use	PM Peak Hour			Weekday Daily	Saturday Peak Hour ³			Saturday Daily ⁴
	In	Out	Total		In	Out	Total	
K-1 Speed Outdoor Kart Track	31	23	55	587	250	50	300	800

**EXHIBIT 42-1
SITE ADJACENT ROADWAY AND SITE ACCESS RECOMMENDATIONS**



Local and Regional Funding Mechanisms

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Transportation improvements within the County of Riverside are funded through a combination of direct project mitigation, fair share contributions or development impact fee programs, such as the County's TUMF and DIF programs. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors. The regional and local transportation impact fee programs have each been reviewed and compared to the recommended improvements for each impacted facility. Recommended improvements already identified and included in one of the pre-existing fee programs (i.e., TUMF, DIF, etc.) are clearly denoted (see Table 42-2). If an impacted facility was found to require improvements beyond those already identified within one of the pre-existing regional or local fee programs, the Project may be required to contribute the associated intersection or roadway fair-share percentage toward the costs of the recommended improvements. These fees (both to the County of Riverside, TUMF, and as determined, to surrounding agencies as fair-share contributions) are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected vehicle trip increases.

The improvements listed in Table 42-2 are comprised of lane additions/modifications, installation of signals and signal modifications. As noted, the identified improvements are covered either by the TUMF Program, the DIF Program, or as a fair-share contribution if not covered by a preexisting fee program. Depending on the width of the existing pavement and right-of-way, these improvements may involve only striping modifications or they may involve construction of additional pavement width. Additional discussion of the relevant pre-existing transportation impact fee programs is provided below.

**TABLE 42-2
SUMMARY OF INTERSECTION IMPROVEMENTS**

#	Intersection Location	Jurisdiction	Existing	E+P	EAP (2017)	EAPC (2017)	2040 Without Project	2040 With Project	Improvements in DIF/TUMF Fee Program?	2040 Fair Share %?
1	Leon Rd. / Grand Av.	County of Riverside	None	None	None	None	Traffic Signal NB right turn lane 2nd EB through lane WB left turn lane 2nd WB through lane	Same Same Same Same Same	No No No No No	17.6%
2	Driveway 1 / Grand Av.	County of Riverside	N/A	None	None	None	N/A	Traffic Signal EB left turn lane 2nd and 3rd EB through lanes 2nd and 3rd WB through lanes	No N/A ³ No N/A ³	5.8%

Transportation Uniform Mitigation Fee (TUMF) Program

The TUMF program is administered by Western Riverside Council of Governments (WRCOG) based upon a regional Nexus Study updated in 2014 to address major changes in right of way acquisition and improvement cost factors. TUMF identifies a network of backbone and local roadways that are needed to accommodate growth through 2040. This regional program was put into place to ensure that development pays its fair share and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region.

TUMF fees are imposed on new residential, industrial, and commercial development through application of the TUMF fee ordinance and fees are collected at the building or occupancy permit stage. In addition, an annual inflation adjustment is considered each year in January. In this way, TUMF fees are adjusted upwards on a regular basis to ensure that the development impact fees collected keep pace with construction and labor costs, etc.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As shown in Table 42-2, a number of the facilities forecasted to be deficient are programmed for improvements through the TUMF program. The Project applicant will be subject to the TUMF fee program and will pay the requisite TUMF fees at the rates then in effect pursuant to the TUMF Ordinance. WRCOG has a successful track record funding and overseeing the construction of improvements funded through the TUMF program. In total, the TUMF program is anticipated to generate nearly \$5 billion in transportation projects for Western Riverside County.

TUMF guidelines empower a local zone committee to prioritize and arbitrate certain projects. The Project is located in the Hemet/San Jacinto Zone. The zone has developed a 5-year capital improvement program to prioritize public construction of certain roads.

Development Impact Fee (DIF) Program

The Project is located within the County's San Jacinto Valley Area Plan and therefore will be subject to County of Riverside DIF in an effort by the County to address development throughout its unincorporated area. The DIF program consists of two separate transportation components: Roads, Bridges and Major Improvements component and the Traffic Signals component. Eligible facilities for funding by the County DIF program are identified on the County's Public Needs List, which currently extends through the year 2020. A comprehensive review of the DIF program has been conducted as part of the update to the nexus study. A "needs list" extending the program time horizon from 2010 to 2040 has been developed as part of this update.

The cost of signaling DIF network intersections is identified under the Traffic Signals component of the DIF program. County staff generally defines DIF eligible intersections as those consisting of two intersecting general plan roadways. If the intersection meets this requirement, it is potentially eligible for up to \$235,000 of credit, which is subject to negotiations with the County.

Fair Share Contribution

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate.

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations for each peak hour have been provided on Table 42-3. Improvements included in a defined program and constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate.

On-Site Roadway and Site Access Improvements

The Project is proposed to have access via 2 driveways along Grand Avenue. All Project driveways are proposed to allow for full access in the interim, however, when Grand Avenue is widened to its ultimate General Plan roadway designation as a six-lane divided roadway, then Driveway 2 would be restricted to right-in/right-out access only.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Roadway improvements necessary to provide site access and on-site circulation are assumed to be constructed in conjunction with site development and are described below. These improvements should be in place prior to occupancy.

Site Adjacent Roadway Improvements

The recommended site-adjacent roadway improvements for the Project are described below. Exhibit 42-1 illustrates the site-adjacent roadway improvement recommendations. These improvements need to be incorporated into the project description prior to Project approval or imposed as conditions of approval as part of the Project approval.

Grand Avenue – Grand Avenue is an east-west oriented roadway located along the Project's southern boundary. The Project would preserve the right-of-way along Grand Avenue from the Project's western boundary to the eastern boundary for the ultimate half-section width of an Urban Arterial Highway (152-foot right-of-way) in compliance with the applicable County of Riverside standards. The volumes along Grand Avenue are not anticipated to require more than the existing lanes (one lane in each direction) until long range traffic conditions.

Wherever necessary, roadways adjacent to the Project, site access points and site-adjacent intersections will be constructed to be consistent with the recommended roadway classifications and respective cross-sections in the County of Riverside General Plan Circulation Element.

**TABLE 42-3
PROJECT FAIR SHARE CALCULATIONS**

#	Intersection	Existing	Project	2040 With Project	Total New Traffic ¹	Project % of New Traffic
1	Leon Rd. / Grand Av.					
	PM:	95	46	1,583	1,488	5.1%
	Saturday:	48	256	1,553	1,505	17.0%
2	Dinwiddie I / Grand Av.					
	PM:	59	51	3,526	3,467	1.5%
	Saturday:	67	277	4,010	4,743	5.8%

With implementation of the recommended roadway improvements any impact to the roadways in the vicinity of the Project site would be less than significant.

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in October 2015. The following peak hours were selected for analysis based on the proposed Project land use:

- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)
- Saturday Mid-day Peak Hour (peak hour between 11:00 AM and 1:00 PM)

The weekday PM and Saturday Mid-day peak hour count data is representative of typical weekday and Saturday mid-day peak hour traffic conditions in the study area. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1. These raw turning volumes have been

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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flow conserved between intersections with limited access, no access and where there are currently no uses generating traffic.

Existing weekday average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on Exhibit 3-5. Existing weekday ADT volumes are based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

$$\text{Weekday PM Peak Hour (Approach Volume + Exit Volume)} \times 10.7227 = \text{Leg Volume}$$

For those roadway segments which have 24-hour tube count data available in close proximity to the study area, a comparison between the PM peak hour and daily traffic volumes indicated that the peak-to-daily relationship of approximately 9.326 percent would sufficiently estimate ADT volumes for planning-level analyses. As such, the above equation utilizing a factor of 10.7227 estimates the ADT volumes on the study area roadway segments assuming a peak-to daily relationship of approximately 9.326 percent (i.e., $1/0.09326 = 10.7227$). Existing weekday PM peak hour intersection volumes are also shown on Exhibit 3-5.

Existing Saturday average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on Exhibit 3-6. Existing Saturday ADT volumes are based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

$$\text{Weekday Saturday Peak Hour (Approach Volume + Exit Volume)} \times 10.7352 = \text{Leg Volume}$$

For those roadway segments which have 24-hour tube count data available in close proximity to the study area, a comparison between the Saturday peak hour and daily traffic volumes indicated that the peak-to-daily relationship of approximately 9.315 percent would sufficiently estimate ADT volumes for planning-level analyses. As such, the above equation utilizing a factor of 10.7352 estimates the ADT volumes on the study area roadway segments assuming a peak-to daily relationship of approximately 9.315 percent (i.e., $1/0.09315 = 10.7352$). Existing Saturday mid-day peak hour intersection volumes are also shown on Exhibit 3-6.

Existing Conditions Intersection Operations Analysis

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 Intersection Capacity Analysis of this report. The intersection operations analysis results are summarized in Table 3-1 which indicates that the existing study area intersections are currently operating at an acceptable LOS during the peak hours.

Consistent with Table 3-1, a summary of the peak hour intersection LOS for Existing conditions is shown on Exhibit 3-7. The intersection operations analysis worksheets are included in Appendix 3.2 of this TIA.

**TABLE 42-1
INTERSECTION ANALYSIS FOR EXISTING (2015) CONDITIONS**

#	Intersection	Traffic Control*	Intersection Approach Lanes*												Delay* (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			PM	Sat	PM	Sat
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Leon Rd. / Grand Av.	CSS	0	1	0	0	0	0	0	1	0	0	1	0	8.9	8.7	A	A
2	Driveway 1 / Grand Av.		Future Intersection															
3	Driveway 2 / Grand Av.		Future Intersection															

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As such, the Project's proposed go-kart facility has no potential to result in uses that are incompatible within the surrounding area and that could result in significant impacts to circulation and traffic. Accordingly, impacts would be less than significant.

c) The nearest airport to the Project is Hemet-Ryan Airport, a small public use airport which is located approximately 4 miles east of the project site. The Project site is also located approximately 13.5 miles southeast of the March Air Reserve Base, within the March Air Reserve Base Airport Influence Policy Area 'E'. The project has been reviewed and conditioned by Riverside County Airport Land Use Commission so that the Project will not impacts air traffic patterns, nor would the Project alter any airborne traffic. Therefore impacts are considered less than significant.

d) There is no waterborne traffic located within the project vicinity, therefore, no impact to waterborne traffic would occur with implementation of the Project. There are no railroad tracks in the vicinity of the Project site. Therefore, there would be no impact.

e) Any roadway improvements planned as part of the Project would be in conformance with applicable Riverside County standards, and would not result in any hazards due to a design feature. Additionally, the Project area is currently characterized with residential uses and light industrial uses. As such, the Project's proposed uses has no potential to result in uses that are incompatible within the surrounding area and that could result in significant impacts to circulation and traffic. Accordingly, impacts would be less than significant.

f) Implementation of the proposed Project would result in improvements to several existing roadways that would require maintenance. Maintenance of the roadways planned for improvement by the Project would not result in any significant impacts to the environment. Impacts associated with the physical construction of these roadways already are evaluated in appropriate sections of this environmental assessment. Maintenance of these roadway facilities would be funded through the Project developer's payment of Development Impact Fees (DIF) and future Project resident's payment of property taxes. Therefore, the maintenance of roadways proposed by the Project would not result in any new impacts to the environment beyond that which is already disclosed by this environmental assessment, and impacts would therefore be less than significant.

g) It is not anticipated that there will be a substantial effect upon circulation during the proposed project's construction. Street improvements along Grand Ave are proposed for lane configurations and traffic controls. Construction of the project site will not substantially impact the circulation of the project vicinity because the project has been conditioned for improvements to Grand Avenue and driveways. Therefore, the impact is considered less than significant.

h) The Project site is not identified as an emergency access route under any local or regional plans. As indicated under the discussion and analysis of above in 43.g, the Project effects to the surrounding circulation system would be minimal during construction, and alternative access routes are available to ensure the adequate provision of emergency services to the area during Project construction. Thus, during construction of the proposed Project, impacts due to inadequate emergency access or access to nearby uses would be less than significant.

i) According to the Harvest Halley/Winchester Area Plan Figure 9, Harvest Halley/Winchester Area Trails and Bikeway System, there are no Bike Paths or Regional trails planned in the immediate vicinity

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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of the Project site. No component of the proposed Project would impact the planned routes. The Riverside County General Plan does not identify the Project site for any other transit facilities, bikeways, or pedestrian facilities. Accordingly, the Project would not conflict with any adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, nor would the Project otherwise substantially decrease the performance or safety of such facilities. Accordingly, there would be a less than significant impact

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

44. Tribal Cultural Resources

a) Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k), or

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b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision © of Public Resources Code Section 5024.1. In Applying the criteria set forth in subdivision (c). of Public Resources Code Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance to a California Native tribe.

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Source: Tribal consultation. ADD references for Noise Studies and project exhibits

Findings of Fact:

a-b) In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on December 31, 2015. The Rincon Band of Luiseno Mission Indians deferred to either Soboba or Pechanga. Consultations were requested by the Soboba Band of Luiseno Indians and the Pechanga band of Luiseno Mission Indians. Consultation with Soboba took place in February of 2016 and a site visit was conducted on March 15, 2016. No tribal cultural resources were identified by Soboba, however grading monitoring was requested due to the presence of cultural resources identified in the vicinity of the project site.

A request to consult dated January 4, 2016 was received from Pechanga and consultation was initiated on January 20, 2016 at a videoconference meeting. At this meeting, Pechanga told Planning that the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project was within a Traditional Cultural Property (TCP) and as such, a Tribal Cultural Resource (TCR) but provided no documentation regarding the TCP/TCR or any potential impacts to this TCP/TCR.

Planning received a letter dated May 18, 2016, in which Pechanga formally declared their opposition to the project. This letter stated that the Project would have immitigable impacts to a TCP but failed to state what those impacts were and again failed to provide any information on the defined geographic location of the TCP. County Archaeological Report No. 4963, incorporated herein by reference, was prepared for the proposed project. This report concluded no cultural resources were discovered. Additionally, based on Planning's review of confidential information contained in a confidential file maintained by Planning and the submitted project development exhibits, Planning confirmed the proposed project is designed such that it is not located within a TCP.

In a letter dated July 15, 2016, Pechanga expressed concerns that there was a potential for noise, visual, integrity and cumulative impacts on the TCP as a result of the project but did not state what the impacts were. Based on Planning's review of the project noise study, it was concluded that the project would not cause any significant noise impacts to the TCP. This conclusion and a copy of the noise study was provided to Pechanga. Pechanga Cultural staff subsequently requested a focused noise study. A focused noise study was conducted; the results of which confirmed the project would not cause a significant noise impact to the TCP.

In regards to visual impacts, the Project site includes approximately 49.63 acres, of which approximately 26.23 acres will be developed. The remainder will be left as passive open space and will be conserved in the present natural condition. The project includes landscaping and visual buffers to lessen the appearance of the track from the road and adjacent properties. Planning's review of the project exhibits concluded the project does not pose a significant visual impact to the TCP. However, Pechanga requested the project include landscaping along the berm/wall that is to be constructed along the southern boundary of the proposed project as well as along the eastern portion of the project site. Pechanga stated the purpose of the landscaping was to soften the look of the wall and to provide some form of screening along the eastern portion of the site. Although not necessary as a mitigation measure, the project developer agreed to add landscaping to these areas as part of their project design.

Given there are no significant impacts to the TCP, Planning concluded the project, as designed, does not pose an impact to the integrity of the TCP. Given no individual impacts there can be no cumulative impact.

Results-

Tribal monitoring will be required as a condition of approval for the project but will not serve as mitigation because there are no impacts to tribal cultural resources to mitigate. In addition, a requirement for temporary fencing will be included as a condition of approval to serve as a physical barrier and prevent any inadvertent impacts to the TCP.

As such, the project will not cause a substantial adverse change in the significance of a Tribal Cultural Resource and impacts in this regard are less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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45. Bike Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Riverside County General Plan

Findings of Fact:

The project does not create a need or impact a bike trail in the vicinity of the project. The project will have no significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

UTILITY AND SERVICE SYSTEMS Would the project

46. Water				
a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Eastern Municipal Water District (EMWD) Will Serve Letter

Findings of Fact:

a-b) The project will obtain potable water service from the Eastern Municipal Water District (EMWD), and it is the responsibility of the developer to satisfy this requirement. The project will not require or result in the construction of new water treatment facilities or expansion of existing facilities, nor will it have an impact on the supply of water available to serve the project. The impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

47. Sewer				
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a determination by the wastewater treatment provider that serves or may service the project that	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Source: Department of Environmental Health Review

Findings of Fact:

a-b) The proposed project is for a proposed outdoor go-kart course with two (2) designated tracks, and onsite garage, and a 14,023 square-foot building. A review of an onsite wastewater treatment system is required to be submitted to the Environmental Health Department (COA 80. E HEALTH. 2). Conditions of approval will ensure that any impacts associated with this new on-site disposal system will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

48. Solid Waste

a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

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b) Does the project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

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Source: Riverside County General Plan, Riverside County Waste Management District correspondence

Findings of Fact:

a) The project will not substantially alter existing or future solid waste generation patterns and disposal services. The landfill that will serve the project has sufficient capacity to accommodate the project's anticipated solid waste disposal needs. Waste from the project area is currently served by two landfills: Lamb Canyon and El Sobrante Landfill. Lamb Canyon accepts up to 5,000 tons per day of solid waste and is anticipated to close in 2029. El Sobrante accepts 5,000 tons per day of in-county solid waste and is anticipated to close in 2057. Based on communication with staff from Riverside County Waste Resources, unincorporated Riverside County had an annual disposal rate of 6.4 pounds per person per day. Ultimate development of the project site will generate a less than significant impact to solid waste disposal needs.