

**DRAFT INITIAL STUDY AND MITIGATED NEGATIVE
DECLARATION**

FOR THE

**BOAT SHOW ROOM PROJECT
CEQ220003 & CUP220001**

Prepared for:

Riverside County
4080 Lemon Street, 12th Floor,
P. O. Box 1409
Riverside, CA 92502-1409

Prepared by:

Tom Dodson & Associates
2150 North Arrowhead Avenue
San Bernardino, California 92405
(909) 882-3612

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LIST OF ABBREVIATIONS AND ACROYNMS

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ABC	Alcoholic Beveridge Control
ACBCI	Agua Caliente Band of Cahuilla Indians
ACOE	Army Corps of Engineers
ADA	American Disabilities Act
ADT	average daily trips
AF	acre feet
AFY	acre feet per year
amsl	above mean sea level
APE	Area of Potential Effect
APN	Assessor's Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	Air Resources Board

BACMs	Best Available Control Measures
BMPs	Best Management Practices
BRA	Biological Resources Assessment
BUOW	Burrowing owl
C&D	construction and demolition
CAA	Clean Air Act
CAAA	Clean Air Act Amendment
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCAR	California Climate Action Registry
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFCs	chlorofluorocarbons
CH ₄	methane
CHRIS	California Historical Resources Information System
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
COA	Conditions of Approval
COCs	constituents of concern
CRECs	Controlled Recognized Environmental Condition
CR	Commercial Retail
CRHR	California Register of Historical Resources
CRMP	Cultural Resource Management Plan
CWA	Clean Water Act
CY	cubic yard
dB	decibel
dBA	A-weighted decibel
DDW	Division of Drinking Water
DOI	Department of Interior
DTSC	Department of Toxic Substance Control
DWR	Department of Water Resources
EA	Environmental Assessment
EAP	Existing plus Project
EIR	Environmental Impact Report
EO	Executive Orders
EMFAC	EMission FACTors

EMWD	Eastern Municipal Water District
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
EV	electric vehicle
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FGC	Fish & Game Code
FTA	Federal Transit Association
GCC	Global Climate Change
GHG	Greenhouse Gas
gpm	gallons per minute
GSA	Groundwater Sustainability Agencies
GSP	Groundwater Sustainability Plans
GWP	global warming potential
hP	horse power
IEPR	Integrated Energy Policy Report
in/sec	inches per second
ISTEA	Intermodal Surface Transportation Efficiency Act
kWh	kilowatt hour
Leq	equivalent continuous sound level
LOS	Level of Service
LRA	Local Responsibility Area
LSA	Lake or Streambed Alteration
LST	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MCL	maximum contamination level
MM	Mitigation Measure
MRZ	Mineral Resource Zone
MT	Metric Ton
MTCO _{2e}	Metric tons of carbon dioxide equivalent
N/A	not applicable
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NDIR	Non-Dispersive Infrared Photometry
No.	Number
NO ₂	Nitrogen Dioxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	National Resource Conservation Service
NW	Northwest
O ₃	Ozone
OEHAA	Office of Environmental Health Hazard Assessment

Pb	Lead
PM 10	Fine Particulate Matter
PM 2.5	Fine Particulate Matter
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resource Code
ROG	reactive organic gases
ROW	Rights-of-Way
RPS	Renewable Portfolio Standard
RR	Rural Residential
RR VLDR	Rural Residential, Very Low-Density Residential Agriculture
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SBBM	San Bernardino Base Meridian
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
sf	square feet
SGMA	Sustainable Groundwater Management Act
SGMP	Sustainable Groundwater Management Plan
SIP	State Implementation Plan
SMGB	State Mining and Geological Board
SO2	Sulfur Dioxide
SOI	Secretary of Interior
SR	State Route
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	Tribal Cultural Resources
TEA-21	Transportation Equity Act for the 21st Century
THPO	Tribal Historic Preservation Officer
TLMA	Transportation and Land Management Agency
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VdB	vibration-velocity decibel
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compounds

WOTUS	Waters of the United States
WRMShCP	Western Riverside MSHCP
WQMP	Water Quality Management Plan

COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (CEQ / EA) Number: CEQ220003
Project Case Type (s) and Number(s): CUP220001
Lead Agency Name: County of Riverside Planning Department
Address: 4080 Lemon Street 12th Floor, Riverside, CA 92501
Contact Person: Krista Mason
Telephone Number: 951-955-1722
Applicant's Name: Empire Design Group, Inc
Applicant's Address: 511 North Main Street, Murrieta, CA 92564

I. PROJECT INFORMATION

Project Description:

A. Type of Project: Site Specific ; Countywide ; Community ; Policy .

B. Total Project Area: 4.75 acres

Residential Acres:	Lots:	Units:	Projected No. of Residents:
Commercial Acres: 4.75	Lots:	Sq. Ft. of Bldg. Area: 10,176	Est. No. of Employees: 10
Industrial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Other:			

C. Assessor's Parcel No(s): APN 342-120-052

Street References: 24803 Highway 74, nearest cross street is Betty Road

D. Section, Township & Range Description or reference/attach a Legal Description:
Section 2, T5S, R4W, SBB&M; Latitude: 33-45-39.00N & Longitude: 117-16-06.00W

E. Brief description of the existing environmental setting of the project site and its surroundings: The project site is located in unincorporated Mead Valley, southwest of the City of Perris. The project site slopes very gently from an elevation of 1551' at the western end of the property to about 1533' adjacent to State Route (SR) 74. The site is highly disturbed and does not support any native vegetation or habitat. In addition, the site is being used to temporarily store certain personal items: a stockpile of potential fill material, estimated 250 cubic yards; about 15 metal cargo containers of various sizes; about 60 boat trailers; about 50 boats on trailers of various sizes; about 15 large vehicle haul trailers of various sizes; several piles of miscellaneous construction materials; and several vehicles. All personal items will be removed from the site prior to initiating site clearance and grading activities. Portions of the site are shown as being within a flood hazard zone, but the area selected for the Inland Board Services building is located above the 100-year flood hazard zone. A major drainage channel crosses the property frontage adjacent to SR 74. The site does not have any major rock outcrops and the residual soil at this location has been historically farmed, but no longer supports any agricultural activity. Air quality in this area is generally good, but occasional violations of the ozone and particulate federal and state standards do occur. Climate is typical of southern California with winter precipitation and long periods of no rain from May through November. Annual average rainfall is about 12 inches.

Detailed Project Description

A. Introduction

Inland Boat Services, represented by Empire Design Group Inc., has submitted an application to the County of Riverside (County) to obtain entitlements to construct and operate the Inland Boat Services sales and storage facility on an approximate 4.75-acre property located in unincorporated territory, southwest of the City of Perris. The application is being processed by the County as Conditional Use Permit (CUP) application CUP 220001. The following describes the full scope of the proposed project being considered by the County for approval and implementation.

B. Project Location

The proposed project is located at 24803 Highway 74. The project site is a long-narrow parcel, about 1,100 feet in length and about 200 feet in width. Figure 1 shows the regional location; Figure 2 shows the location of the parcel on the applicable Steele Peak USGS 7.5' Topographic Map; and Figure 3 shows the site location on a local aerial photo. The specific location of the 4.75-acre project site is S/W 1/4 of Section 2, T5S, R4W, SBB&M as shown on Figure 2. The longitude and latitude of the project site are (Latitude: 33-45-39.00N NAD 83 & Longitude: 117-16-06.00W).

C. Existing General Plan Land Uses and Zoning Classifications

The proposed project site is currently designated Community Development- Light Industrial (CD: LI). The current zoning classification is RR, Rural Residential. After extensive review, the County will require the project to obtain a Conditional Use Permit (CUP) under the existing General Plan designation and Zoning classification. The surrounding land use designations include the following:

North:	Very Low Density Residential
South:	Business Park
East:	Light Industrial
West:	Light Industrial

D. Project Characteristics

The proposed Inland Boat Services sales and storage yard will be anchored by a 10,000 square foot one story structure as shown on Figure 4. The following additional features will be installed on the project site. This includes: landscape area of approximately 36,190 square feet (SF); Boat Storage Yard (approximately 128 boat storage spaces, with 16' high boat storage racks, as needed); Parking in support of the sales and service area will include a total of 26 spaces, including 1 ADA parking space and 2 EVCS (electric vehicle charging stations); the design includes pervious surfaces (141,880 SF), decomposed granite base and pervious concrete under the storage areas, and the concrete-paved internal vehicle access routes, and a total of 14 spaces will be installed in front of the building as a boat display area. The total onsite impervious surface comprises approximately 26,230 SF. Utilities that will serve the project site include electricity (SCE) and water (EMWD). The developer anticipates managing wastewater using an onsite septic tank-leach line system.

The 10,000 square foot one story structure is to be a Pre-Fabricated Metal Building, utilizing a standing seam metal roof, insulated metal panels, decorative metal accents, and storefront commercial glass. The site owner/developer, Mr. Mark Dakan, anticipates that construction of the boat facility will begin in spring 2025 and be completed by the early 2026. Construction activities will follow a standard sequence. During grading of the site, limited cut and fill is proposed. The project proposes to cut 576 cubic yards (CY) and fill 1,755 CY. Thus, a total of about 1,179 cubic yards of import will be required.

An estimated 250 cubic yards has already been stored onsite. The anticipated construction sequence includes:

1. Clear and grub;
2. Preparation of subgrade;
3. Mass-grade site (see above discussion of cut and fill associated with grading)
4. Installation of the storm drain system;
5. Installation of public sewer system;
6. Installation of public water system;
7. Fine grade to prepare for surface improvements;
8. Install landscaping; place final lift of decomposed granite/asphalt/concrete;
9. Install signage and striping;
10. Install private utilities, including water quality infrastructure;
11. Install curb, gutters, sidewalks and first asphalt lift; and
12. Construct new building.

Most of the preceding construction activities are self-explanatory. Implementation of the above construction sequence is expected to be continuous from start until completion. Prior to initiating clearing and grading all personal items will be removed from the project site. This will include clearing and grubbing, grading and installation of utilities, and may also include development of internal paved areas. Anticipated adjusted net earthwork will be negligible. This pattern of development will continue until the site has been completed. A six (6) foot high wrought iron fence will be installed around the exterior of the property. Construction details are further discussed in the Air Quality evaluation in Appendix 1. It is anticipated that between 20 and 30 construction workers will be on site at any given time during construction.

E. County Approvals

The Applicant is requesting the following discretionary action from the County of Riverside that will serve as entitlements for the proposed project.

- Adoption of Initial Study/EA and MND
- Approval of CUP 220001
- Approval of Grading Permit(s)
- Approval of Building Permit(s)

F. Other Agencies Whose Approval is Required

The amount of area to be disturbed by the project is greater than one acre; therefore, the developer will be required to file a Notice of Intent (NOI) for a General Construction Permit to comply with the National Pollutant Discharge Elimination System (NPDES) requirements. The NOI is filed with the State Water Resources Control Board and enforced by the Santa Ana Regional Water Quality Control Board. Due to the size of the project site, a Stormwater Pollution Prevention Plan (SWPPP) must be implemented in conjunction with construction activities. No other permits or agency requirements have been identified in association with the proposed project.

F. Other Public Agency Involvement and Required Permits: State Water Resources Control Board, Riverside County Public Works (currently maintains SR 74, and Santa Ana Regional Water Quality Control Board

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

General Plan Amendment not required: Current-CD-LI, Community Development- Light Industrial; Zoning RR, Rural Residential; will remain the same as this classification allows the proposed use with a CUP.

A. General Plan Elements/Policies:

1. **Land Use:** Existing: Light Industrial (LI); Proposed: Remains the same
2. **Circulation:** SR 74; Street Classification, Expressway (a multi-modal highway corridor for through traffic); 128' to 220' ROW; 6-8 lanes of traffic; possible access restrictions from abutting property; and currently exists as a 2-4 lane highway with direct access.
3. **Multipurpose Open Space:** N/A
4. **Safety:** All referenced figures are in the County GP, Safety Element: Figure 1, Fault Lines, no Alquist-Priolo zone near site; Figure 2, Liquefaction Zones, site not in a zone; Figure 3, Landslide Risk, no risk; Figure 4, Flood Hazard Zone, site not shown in 100-year hazard zone on this figure, but site specific data indicated much of the site is in a local 100-year flood hazard zone, which the project structure avoids; Figure 5, Dam Hazard Inundation, site is not in this zone; Figure 6, Fire Hazard Severity Zones, site appears to be located in the Moderate Hazard Zone; Figure 7, additional Fire Hazard map; Figure 8, Wildlands-Urban Interface, site is located in and Interface zone; Figure 9, Historic Wildfire Areas, site appears to have been burned in the early-1900's; Figure 10, Annual Future Wildfire Acres Burned, site appears on the 25-50 acres category; Figure 11, Parcels With Evacuation Constraints (West County), not applicable; Figures 12 and 13 do not apply to project site; and Figure 14, Annual Average of Future High Temperatures, site is in the 85-90 degree F category.
5. **Noise:** Project site is subject to background Transportation Noise from SR74. Measured noise level is 66 dBA CNEL, which is compatible with the commercial use proposed for the site.
6. **Housing:** Site is currently designated for Light industrial (LI) use. Based on the land use designation industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses.
7. **Air Quality:** The project site is located in the Mead Valley which is subject to poor air quality related to Ozone and Particulate Matter. The proposed project does not include any stationary sources and will represents the relocation of a boat showroom and repair facility from within the general area. Other than constructing emissions, net air pollution from operations should not substantially increased.
8. **Healthy Communities:** Aside from supporting water recreation activities, a healthy activity, the proposed project does not relate to Healthy Community policies.
 - a) **Environmental Justice Summary:** No Environmental Justice issues appear related to this business relocation proposal.

B. General Plan Area Plan(s): Mead Valley

C. Foundation Component(s): Community Development

D. Land Use Designation(s): CD-LI, Light Industrial

E. Overlay(s), if any: None known

F. Policy Area(s), if any: None Known

G. Adjacent and Surrounding: Mixed Uses (Residential, Commercial, and Industrial)

1. **General Plan Area Plan(s):** Mead Valley

2. **Foundation Component(s):** Community Development

3. **Land Use Designation(s):** North: VLDR; South: BP; East: IL; West IL

4. **Overlay(s), if any:** None Known

5. **Policy Area(s), if any:** None Known

H. Adopted Specific Plan Information

1. **Name and Number of Specific Plan, if any:** No Specific Plan covers this area.

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

I. Existing Zoning: Rural Residential (RR)

J. Proposed Zoning, if any: No Change

K. Adjacent and Surrounding Zoning: North: VLDR; South: BP; East: IL; West IL

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
<input type="checkbox"/> I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/> 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.
<input type="checkbox"/> 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
<input type="checkbox"/> 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.
<input type="checkbox"/> 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.
<input type="checkbox"/> 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.
<input type="checkbox"/> 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.

Krista Mason

Signature

October 3, 2025

Date

Krista Mason

Printed Name

For: John Hildebrand
Planning Director

V. 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 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"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Findings of Fact:

- 1.a) *Less Than Significant Impact* – State Highway 74 (SR74) is identified as being eligible as a State scenic highway, but it has not been so designated as a Scenic highway corridor by the State, to date. The project site is located within a visually complex area along SR74. The adjacent land uses include a storage site immediately north of the project site. Immediately south appears to be a mixed-use property. Across the highway to the east are what appear to be several light industrial operations. No uniquely scenic resources exist within the immediate project area. Under present conditions, the project site extends away from SR74 to the west at a lower elevation. Thus, views to the west will not be substantially blocked by the proposed development and the frontage area adjacent to SR74 will include substantial landscaping. Thus, the manner in which the site is being developed will provide a transition from the roadway to the boat storage area and the proposed onsite sales and storage building. Thus, the proposed project is forecast to have a less than substantial/significant impact on this eligible State highway.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- 1.b) *Less Than Significant Impact* – The project site does contain some non-native trees and other vegetation, but otherwise does not contain any scenic resources or landmark features. The project site is not a component of any prominent scenic vista and its development will not obstruct access to any important public view. The project site will convert the existing disturbed visual setting by creating a landscaped and organized boat storage and sales facility. The project will create a landscape transition at the project site adjacent to the SR74 to create a gradual change from the highway to the storage and sales facility. As a result, the proposed project will not create an aesthetically offensive visual setting open to public view. The potential impact under this topic is concluded to be less than significant with no mitigation required.
- 1.c) *Less Than Significant Impact* – The project is located within a transition area where low density rural residential development is transitioning to higher intensity mixed uses, primarily with light industrial and commercial uses. The General Plan envisions this land use transition, and the proposed project will not conflict with any current regulations governing scenic quality. Design review by the County, is an action already being considered so no mitigation is required and the potential impact under this topic is concluded to be less than significant with no mitigation required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Mt. Palomar Observatory	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?				

Source(s): GIS database, Ord. No. 655 (Regulating Light Pollution, refer to Appendix 1

Findings of Fact:

- 2.a) *Less Than Significant Impact* - Exterior lighting will be used at the Boat Storage and Sales facility. The proposed project will install this exterior lighting where none presently occurs. This site is located approximately 40 miles from Mt. Palomar, so it is within the area encompassed by Ordinance No. 655. If the proposed project is approved, there will be new outdoor lighting that will require mitigation. The proposed project's night lighting must be installed consistent with the requirements of Ordinance No. 655, and it will therefore not interfere with nighttime use of the Mt. Palomar Observatory. The project site is located in Zone B of the Ordinance. Zone B defined outdoor lighting in the ring between Zone A (30 mile circle from Mt. Palomar) and Zone B, the circular area between Zone A and a 45 mile circle around Mt. Palomar. Lamp type and shielding requirements from Section 6 of the Ordinance for Class II lighting include Low Pressure Sodium (allowed); lighting above 4050 Lumens (prohibited); and 4050 Lumens & below (allowed). Impact under this category is less than significant and no mitigation is required when all of the Ord. No. 655 requirements are fulfilled.

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
3. Other Lighting Issues	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Onsite Inspection, Project Application Description, Riverside County General Plan and Ordinances No. 460 (Regulating the Division of Land), No. 655 (Regulating Light Pollution), and No. 915 (Regulating Outdoor Lighting).

Findings of Fact:

- 3.a) *Less Than Significant Impact* – Implementation of the proposed project will create new sources of light within an existing background condition of lights on Highway 74 and the surrounding land uses, including residential, commercial and industrial uses. The proposed project site does not presently contain structures or activities that generate a source of light. With the proposed development new sources of light and glare from interior and exterior building lighting, safety and security lighting, and vehicular traffic accessing the site will occur once the project has been developed and boat storage and sales activities are in full operation. The proposed structures onsite are well set back from SR74. However, the boat storage area is located between the highway and the onsite structures and this area will require security lighting. Combined with the height difference between SR74 and project site, light and glare effects should have minimal effect on traffic on the adjacent SR74. Regardless, to ensure that the project does not result in intrusive lighting or adverse glare on adjacent properties or vehicles travelling in the vicinity of the project site, the project must be designed in accordance and comply with General Plan and Ordinances No. 460 (Regulating the Division of Land), No. 655 (Regulating Light Pollution), No. 915 (Regulating Outdoor Lighting). As the new lighting is required to be consistent with the lighting policies of the County of Riverside Code of Ordinances, potential light and glare can be controlled to a less than significant impact level.
- 3.b) *Less Than Significant Impact* – The proposed project is surrounded by mixed uses on varying sizes of lots. This proximity combined with the new lighting associated with the project creates a small potential to expose nearby residential property to unacceptable light levels. The project would comply with all applicable Riverside County lighting regulations, which specify that lighting be hooded, and angled to focus on the project site, and away from nearby residential uses. This process would ensure that any nearby residential property is not exposed to unacceptable levels of light; and impacts related to unacceptable levels of light would be less than significant with project compliance to the County’s regulations. Thus, the project’s potential to expose adjacent residential property to unacceptable light levels would be 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
AGRICULTURE & FORESTRY RESOURCES: Would the project				
4. Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" 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(s): Riverside County General Plan Figure OS-2 "Agricultural Resources," GIS database, Project Application Materials Riverside County General Plan Figure OS-2 "Agricultural Resources," GIS database, California Department of Conservation Farmland Mapping and Monitoring Program (2022); California Department of Conservation Important Farmland Categories: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx>; and Project Application Materials

Findings of Fact:

- 4.a) *Less Than Significant Impact* – According to the California Department of Conservation Important Farmland Map Finder, the project is located on land that is deemed Urban and Built-up Land (Figure 4-1). The proposed project would not encroach on any existing agricultural uses. Thus, implementation of the proposed Inland Boat Services Sales and Storage Facility Project would not result in the conversion of any agricultural resource land to non-agricultural use as it would facilitate the continued use of the site for urban and built-up Land purposes. Thus, impacts under this issue would be less than significant.
- 4.b) *No Impact* – The project site is designated for low density and rural residential uses, not for agricultural uses. The proposed project is located adjacent to State Highway 74 within a mixed-use development area (industrial, commercial and residential), but no agricultural uses or land designated for agricultural uses occurs within the immediate project area. In addition, the project site is also not subject to a Williamson Act contract or Riverside County Agricultural Preserve. The proposed project would have no potential to conflict with agricultural zoning, Williamson Act contract, or Riverside County Agricultural Preserve. Thus, no impacts are anticipated from implementation of the proposed project.
- 4.c) *Less Than Significant Impact* – The zoning surrounding the project site includes a mix of rural residential, industrial and business park. Thus, the proposed project would not have a potential to cause development of non-agricultural uses within 300 feet of agriculturally zoned property. Therefore, impacts under this issue would be less than significant.
- 4.d) *Less Than Significant Impact* – Please refer to the impact analysis under 4(a-c), above. As stated above, the proposed project is located in a mixed-use area with a mix of non-agricultural land use designations in the general project area. Based on the lack of agricultural uses in the

general project area along SR74, the project has no potential to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. Therefore, impacts under this issue would be 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
5. Forestry	<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 122220(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(s): Riverside County General Plan Figure OS-3a "Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas," Figure OS-3b "Forestry Resources Eastern Riverside County Parks, Forests, and Recreation Areas," Project Application Materials

Findings of Fact:

- 5.a) *No Impact* – The project site contains about 4.75 acres of area. According to the Riverside County Map My County map depiction of vegetation overlays at and in the vicinity of the project site (Figure 5-1), the project site no timberland or forest vegetation area. The proposed project is not located in an area zoned for such resources, and therefore it cannot cause rezoning of forest land, timberland, or timberland zoned for Timberland Production. Therefore, the proposed project would have no impact under this issue.
- 5.b) *No Impact* – No timber resources, forest land, or other related activities occur within the boundary of the project site. Thus, development of the site as proposed would not alter any woodland and forest vegetation as none exists at the site. Therefore, the proposed project would have no impact under this issue.
- 5.c) *No Impact* – Please refer to the analysis under issues 5(a-b), above. The biology study determined that no timber resources, forest land, or other related activities occur within the boundary of the project site. Given that no defined timber or forestry resources exist within or adjacent to the project site, the project would 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. Therefore, the proposed project would have no impact under this issue.

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
AIR QUALITY: Would the project				
6. Air Quality Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors which are located within 1 mile of the project site to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), SCAQMD CEQA Air Quality Handbook, and technical air quality and greenhouse gas study titled “Air Quality and Greenhouse Gas Study Boat Showroom and Storage Perris, CA, Entech Consulting Group, August 2022 (Appendix 1)

Findings of Fact:

Background and Summary:

Please refer to Appendix 1 for a detailed discussion of the following issues: Types of air pollutants (Section 2.0); and Air Quality Management (Section 3.0) at the federal, state, regional and local levels.

Climate

The project site is located within the western portion of Riverside County, which is part of the South Coast Air Basin (Air Basin) that includes the non-desert portions of Riverside, San Bernardino, and Los Angeles Counties and all of all of Orange County. Temperature inversions are the prime factor in the accumulation of contaminants in the Air Basin. The mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds. The topography and climate of Southern California combine to create an area of high air pollution potential in the Air Basin. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean’s surface and the lowest layer of the atmosphere. The warm upper layer forms a cup over the cool marine layer, which prevents pollution from dispersing upward. This inversion allows pollutants to accumulate within the lower layer. Light winds during the summer further limit ventilation from occurring.

Due to the low average wind speeds in the summer and a persistent daytime temperature inversion, emissions of hydrocarbons and oxides of nitrogen have an opportunity to combine with sunlight in a complex series of photochemical reactions. These reactions produce a photochemical oxidant commonly known as smog/ozone and fine particulates. Since the Air Basin experiences more days of sunlight than any other major urban area in the United States, except Phoenix, the smog potential in the region is higher than in most other areas of the nation.

The major factors affecting local air pollution conditions in the Perris planning area are the extent and types of both region-wide and local emissions, climate, and meteorology. The climate of the Perris area, technically called an interior valley sub-climate of Southern California's semi-arid climate, is characterized by warm summers, mild winters, infrequent rainfall, moderate afternoon breezes, and generally fair weather. The clouds and the fog that form along the region's coastline rarely extend as far inland as the Perris Valley, and if they do, they usually burn off quickly after sunrise. The most

important weather pattern is associated with the warm season airflow across populated areas of the Los Angeles Basin that brings polluted air into western Riverside County late in the afternoon. This transport pattern creates unhealthy air quality when the fringes of this "urban smog cloud" extend to the project site during the summer months.

Winds are an important factor in characterizing the local air quality environment because they both determine the regional pattern of air pollution transport and control the local rate of pollution dispersion. Daytime winds are from the NW at 5-7 mph as air moves regionally onshore from the cool Pacific Ocean to the warm Mojave Desert interior of Southern California. These winds allow for good local mixing, but they may bring air pollutants from urbanized coastal areas into interior valleys. Strong thermal convection in the summer ultimately dilutes the smog cloud from urbanized development, but the project area cannot completely escape the regional air quality degradation.

Light nocturnal winds result mainly from drainage of cool air off mountains east and south of the Perris Valley toward the valley floor. Such winds are characterized by stagnation and poor local mixing. However, the origin of these winds in unpopulated mountain areas does not generally impair air quality.

In addition to winds that control the rate and direction of pollution dispersal, southern California is notorious for strong temperature inversions that limit the vertical depth through which pollution can be mixed. In summer, coastal areas are characterized by a sharp discontinuity between the cool marine air at the surface and the warm, sinking air aloft within the high-pressure cell. This marine/subsidence inversion allows for good local mixing, but acts like a giant lid over the basin. A second inversion type forms on clear winter nights when cold air off the mountains sinks to the valley floor while the air aloft over the valley remains warm. This forms radiation inversions. These inversions, in conjunction with calm winds, trap pollutants such as automobile exhaust near their source. While these inversions may lead to air pollution "hot spots" in heavily developed coastal areas of the basin, there is not enough traffic in inland valleys to cause any winter air pollution problems. Thus, while summers are periods of hazy visibility and occasionally unhealthy air, winter is often a period of spectacular visibility and excellent air quality in the project area.

Tables 6-1, 6-2 and 6-3 provide the air quality standards for the pollutants, the health effects of these pollutants, and a summary of current pollutant levels within the South Coast Air Basin (SCAB).

**Table 6-1
AMBIENT AIR QUALITY STANDARDS**

Pollutant	Average Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O₃)⁸	1 Hour	0.09 ppm (180 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 (PM₁₀)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	15.0 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	9 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		–	–	
Nitrogen Dioxide (NO₂)¹⁰	1 Hour	0.18 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 (SO₂)¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	–	Ultraviolet Fluorescence; Spectrophotometry (Paraosanine Method)
	3 Hour	–		–	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) ¹¹	–	
Lead ^{8,12,13}	30-Day Average	1.5 µg/m ³	Atomic Absorption	–	–	–
	Calendar Quarter	–		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Avg	–		0.15 µg/m ³		
Visibility Reducing Particles¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No Federal Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

Source: California Air Resources Board 5/4/16

Footnotes:

- 1 California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended 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 averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone 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 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 3 years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
- 3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25C 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 procedure 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 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 SO2 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 SO2 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.

Sources and health effects of various pollutants are shown in Table 6-2.

**Table 6-2
HEALTH EFFECTS OF MAJOR CRITERIA POLLUTANTS**

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	<ul style="list-style-type: none"> • Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust. • Natural events, such as decomposition of organic matter. 	<ul style="list-style-type: none"> • Reduced tolerance for exercise. • Impairment of mental function. • Impairment of fetal development. • Death at high levels of exposure. • Aggravation of some heart diseases (angina).
Nitrogen Dioxide (NO ₂)	<ul style="list-style-type: none"> • Motor vehicle exhaust. • High temperature stationary combustion. • Atmospheric reactions. 	<ul style="list-style-type: none"> • Aggravation of respiratory illness. • Reduced visibility. • Reduced plant growth. • Formation of acid rain.
Ozone (O ₃)	<ul style="list-style-type: none"> • Atmospheric reaction of organic gases with nitrogen oxides in sunlight. 	<ul style="list-style-type: none"> • Aggravation of respiratory and cardiovascular diseases. • Irritation of eyes. • Impairment of cardiopulmonary function. • Plant leaf injury.
Lead (Pb)	<ul style="list-style-type: none"> • Contaminated soil. 	<ul style="list-style-type: none"> • Impairment of blood function and nerve construction. • Behavioral and hearing problems in children.
Fine Particulate Matter (PM-10)	<ul style="list-style-type: none"> • Stationary combustion of solid fuels. • Construction activities. • Industrial processes. • Atmospheric chemical reactions. 	<ul style="list-style-type: none"> • Reduced lung function. • Aggravation of the effects of gaseous pollutants. • Aggravation of respiratory and cardio respiratory diseases. • Increased cough and chest discomfort. • Soiling. • Reduced visibility.
Fine Particulate Matter (PM-2.5)	<ul style="list-style-type: none"> • Fuel combustion in motor vehicles, equipment, and industrial sources. • Residential and agricultural burning. • Industrial processes. • Also, formed from photochemical reactions of other pollutants, including NO_x, sulfur oxides, and organics. 	<ul style="list-style-type: none"> • Increases respiratory disease. • Lung damage. • Cancer and premature death. • Reduces visibility and results in surface soiling.
Sulfur Dioxide (SO ₂)	<ul style="list-style-type: none"> • Combustion of sulfur-containing fossil fuels. • Smelting of sulfur-bearing metal ores. • Industrial processes. 	<ul style="list-style-type: none"> • Aggravation of respiratory diseases (asthma, emphysema). • Reduced lung function. • Irritation of eyes. • Reduced visibility. • Plant injury. • Deterioration of metals, textiles, leather, finishes, coatings, etc.

Source: California Air Resources Board, 2002.

**Table 6-3
ATTAINMENT STATUS OF THE SOUTH COAST AIR BASIN**

Criteria Pollutant	Federal Designation	State Designation
Ozone	Nonattainment	Nonattainment
PM10	Attainment	Nonattainment
PM2.5	Nonattainment	Nonattainment
Carbon Monoxide	Maintenance	Attainment
Nitrogen Dioxide	Maintenance	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	No Standard	Attainment
Hydrogen Sulfide	No Standard	Unclassified*
Visibility Reducing Particles	No Standard	Unclassified*

Source: EPA website, <http://www.epa.gov/oaqps001/greenbk/index.html>, December 2014 and CARB website, <http://www.arb.ca.gov/desig/adm/adm.htm>, August 2014.

* If there is inadequate or inconclusive data to make a definitive designation, districts are considered "unclassified."

Monitored Local Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the Air Basin. Estimates of the existing emissions in the Air Basin provided in the 2012 AQMP, indicate that collectively, mobile sources account for 59 percent of the VOC, 88 percent of the NOx emissions and 40 percent of directly emitted PM2.5, with another 10 percent of PM2.5 from road dust.

SCAQMD has divided the Air Basin into 38 air-monitoring areas. The project site is located in Source Receptor Area 24 – Perris Valley. The nearest air monitoring station to the project site is the Perris Monitoring Station located approximately 2.9 miles northeast of the project site at 237 N. D Street, Perris, California. In lieu of the Perris Monitoring Station, data for PM2.5 has been substituted with the Rubidoux Monitoring Station located at 5888 Mission Blvd. Riverside, CA, approximately 18 miles northwest of the Project site. However, it should be noted that due to the air monitoring station's distance from the project site, recorded air pollution levels at the Perris Station reflect with varying degrees of accuracy, local air quality conditions at the project site.

The monitoring data from the Perris Station is presented in Table 6-4 and shows the most recent three years of monitoring data from CARB. Table 6-4 shows that ozone and particulate matter (PM10 and PM2.5) are the air pollutants of primary concern in the project area, which are detailed below:

**Table 6-4
LOCAL AREA AIR QUALITY MONITORING SUMMARY**

Pollutant (Standards)	Year ¹		
	2018	2019	2020
Ozone:			
Maximum 1-Hour Concentration (ppm)	0.117	0.118	0.125
Days > CAAQS (0.09 ppm)	31	28	34
Maximum 8-Hour Concentration (ppm)	0.103	0.095	0.106
Days > NAAQS (0.070 ppm)	67	64	74
Days > CAAQS (0.070 ppm)	68	66	77
Inhalable Particulates (PM10)			
Maximum 24-Hour Concentration (ug/m3)	64.4	97.0	92.3
Days > NAAQS (150 ug/m3)	0	0	ND
Days > CAAQS (50 ug/m3)	12.1	24.5	ND

Pollutant (Standards)	Year ¹		
	2018	2019	2020
Annual Arithmetic Mean (AAM) 15 ug/m3	30.2	25.8	33.4
Annual > NAAQS (50 ug/m3)	No	No	No
Annual >CAAQS (20 ug/m3)	Yes	Yes	Yes
Ultra-Fine Particulates (PM2.5)²			
Maximum 24-Hour National Measurement (ug/m3)	66.3	55.7	59.9
Days > NAAQS (35 ug/m3)	3	5	12
Annual Arithmetic Mean (AAM) (ug/m3)	12.5	11.3	13.3
Annual > NAAQS and CAAQS (12 ug/m3)	Yes	No	Yes

Notes: CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; ppb = parts per billion; ND = no data available

1 Data obtained from the Perris Station.

2 Data obtained from Rubidoux Station.

Source: <http://www.arb.ca.gov/adam/>

Toxic Air Contaminant Levels in the Air Basin

In order to determine the Air Basin-wide risks associated with major airborne carcinogens, the SCAQMD conducted the Multiple Air Toxics Exposure Study (MATES) studies. According to the SCAQMD's MATES-IV study, the project site has an estimated cancer risk of 329 per million persons chance of cancer. In comparison, the average cancer risk for the Air Basin is 991 per million persons, which is based on the use of age-sensitivity factors detailed in the Office of Environmental Health Hazard Assessment (OEHHA) Guidelines (OEHHA, 2015).

In order to provide a perspective of risk, it is often estimated that the incidence in cancer over a lifetime for the U.S. population ranges between 1 in 3 to 4 and 1 in 3, or a risk of about 300,000 per million persons. The MATES-III study referenced a Harvard Report on Cancer Prevention, which estimated that of cancers associated with known risk factors, about 30 percent were related to tobacco, about 30 percent were related to diet and obesity, and about 2 percent were associated with environmental pollution related exposures that includes hazardous air pollutants.

Thresholds of Significance

Appendix G of the California State CEQA Guidelines offers the following four tests of air quality impact significance. The County's Environmental Template contains slightly different language as discussed below. A project would have a potentially significant impact if it:

- Conflicts with or obstructs implementation of the applicable air quality plan. Same threshold in the County's Environmental Template.
- Results in a cumulatively considerable net increase of any criteria pollutants 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). The County's Environmental Template deletes the last line of this threshold.
- Exposes sensitive receptors to substantial pollutant concentrations.
- Creates objectionable odors affecting a substantial number of people. The County's version of this significance threshold states: "Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people."

Primary Pollutants

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

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

Secondary Pollutants

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

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

**Table 6-5
DAILY EMISSIONS THRESHOLDS**

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

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

Additional Indicators

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

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation
- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the project’s build-out year.
- Project could generate vehicle trips that cause a CO hot spot.

6.a) *Less Than Significant Impact* – The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies of the project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

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

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Both of these criteria are evaluated below.

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

Based on the air quality modeling analysis contained in this report, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional or local thresholds of significance. The ongoing operation of the project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not be projected to exceed the air quality standards. Therefore, a less than significant long-term impact would occur and no mitigation would be required.

Criterion 2 - Exceed Assumptions in the AQMP?

The proposed uses are consistent with the zoning designation for the project site, which is consistent with the City General Plan. The City General Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Pursuant to the methodology in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the Basin 2016 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.

The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities; therefore, the project is not defined as significant.

Based on the consistency analysis presented above, the project is consistent with the current County General Plan and the regional AQMP. The potential impact under this issue is less than significant.

6.b) *Less Than Significant With Mitigation Incorporated* – The project would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. The following section calculates the potential air emissions associated with the construction and operations of the propose project and compares the emissions to the SCAQMD standards.

Construction Emissions

The CalEEMod model has been utilized to calculate the construction-related regional emissions from the project. The worst-case summer or winter daily construction-related criteria pollutant emissions from the project for each phase of construction activities are shown below in Table 6-6 and the CalEEMod daily printouts are shown in Appendix A of Appendix 1.

**Table 6-6
CONSTRUCTION-RELATED REGIONAL CRITERIA POLLUTANT EMISSIONS (pounds/day)¹**

Activity	VOC	NOx	CO	SO2	PM10	PM2.5
Summer	10.6	10.5	13.3	0.02	0.58	0.41
Winter	3.38	31.7	31.2	0.05	9.26	5.25
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Notes: Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
Source: CalEEMod Version 2022.2.1.

Table 6-6 shows that none of the analyzed criteria pollutants would exceed the regional construction emissions thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the project.

The project site is located in the SCAB, which is currently designated by the EPA for federal standards as a non-attainment area for ozone and PM2.5 and by CARB for the state standards as a nonattainment area for ozone, PM10, and PM2.5. The regional ozone, PM10, and PM2.5 emissions are associated with construction of the project. The analysis found that development of the project would result in less than significant regional emissions of VOC and NOx (ozone precursors), PM10, and PM2.5 during construction of the project. Therefore, a less than significant cumulative impact would occur from construction of the project.

Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30- or 70-year timeframe and not over a relatively brief construction period (three months with heavy equipment) due to the lack of health risk associated with such a brief exposure.

Operational Emissions

The greatest cumulative operational impact on the air quality to the Air Basin will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development. In accordance with SCAQMD methodology, projects that do not exceed SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The regional ozone, PM10, and PM2.5 emissions created from the on-going operations of the project have been calculated. The worst-case summer or winter daily operations-related criteria pollutant emissions from the project for each phase of are shown in Table 6-7 and the CalEEMod daily printouts are shown in Appendix A of Appendix 1.

**Table 6-7
OPERATIONAL CRITERIA POLLUTANT EMISSIONS (pounds/day)**

Activity	VOC	NOx	CO	SO2	PM10	PM2.5
Area Sources ¹	0.34	<0.005	0.43	<0.005	<0.005	<0.005
Energy Usage ²	0	0	0	0	0	0
Mobile Sources ³	0.64	0.16	1.07	<0.005	0.01	<0.005
Total Emissions	0.98	0.16	1.5	0.01	0.1	0.01
SCQAMD Operational Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes: Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
Source: CalEEMod Version 2022.2.1.

As summarized in Table 6-7, the analysis found that development of the project would result in less than significant regional emissions of VOC and NOx (ozone precursors), PM10, and PM2.5 during operation of the project. The data provided in Table 6-7 above shows that none of the analyzed criteria pollutants would exceed the regional operation emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the project. With respect to long-term emissions, this project would also create a less than significant cumulative impact.

Although project related short- and long-term emissions will be below SCAQMD significance thresholds without mitigation, SCAQMD recommends implementation of mitigation due to violations of ozone and particulate standards (non-attainment) in the SCAB. Therefore, the proposed project shall implement the following measures.

Mitigation:

AIR-1 Measures to control fugitive dust shall include:

- **Apply soil stabilizers or moisten inactive areas.**
- **Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).**
- **Cover all stock piles with tarps at the end of each day or as needed.**
- **Provide water spray during loading and unloading of earthen materials.**
- **Minimize in-out traffic from construction zone.**
- **Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard.**
- **Sweep streets daily if visible soil material is carried out from the construction site.**

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

AIR-2 Exhaust Emissions Control Measures

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

Monitoring: Monitoring will be required and will consist of ensuring that field inspections for each measure is completed as required and retained in the project file.

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

Use of an LST analysis for a project is optional. For the proposed project, the primary source of possible LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital, or convalescent facility. LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NO_x), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LST screening tables are available for 25, 50, 100, 200- and 500-meter source-receptor distances. The new construction is in the center of the site and more than 300 feet from any adjacent structure. Therefore, the distance of 100 meters was used.

The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2- and 5-acre sites for varying distances. For this project, the most stringent thresholds for a 1-acre site were applied.

The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of CO, NO_x, PM₁₀, and PM_{2.5} from the project could result in a significant impact to the local air quality. Table 6-7 shows the onsite emissions from the CalEEMod model for the different construction phases and the calculated emissions thresholds. It is possible that building construction, paving, and architectural coating activities may occur concurrently, Table 6-8 shows the onsite emissions from the CalEEMod model for the different construction phases and the calculated emissions thresholds. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently, Table 6-8 also shows the combined local criteria pollutant emissions from building construction, paving and architectural coating phases of construction.

The following thresholds and emissions in Table 6-8 are therefore determined (pounds per day). The data provided in Table 6-8 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds during the demolition, grading, site preparation phases or the combined building construction, paving, and architectural coatings phases.

**Table 6-8
CONSTRUCTION-RELATED LOCAL CRITERIA POLLUTANT EMISSIONS**

Phase	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition	22.2	19.9	0.92	0.84
Site Preparation	31.6	30.2	1.37	1.26
Grading ¹	16.3	17.9	0.72	0.66
Building Construction	10.4	13.0	0.43	0.40
Paving	6.52	8.84	0.29	0.26
Architectural Coating	0.88	1.14	0.03	0.03
Total	87.9	90.9	3.76	3.45
SCAQMD Thresholds for 50 meters (164 feet) ²	148	887	12	4
Exceeds Threshold?	No	No	No	No

Notes:

¹ Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.

² The nearest sensitive receptors are single-family homes located ~175 ft west of the project site.

Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one acre in Air Monitoring Area 24- Perris Valley.

Therefore, a less than significant local air quality impact would occur from construction of the project for LSTs.

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

The operations-related criteria air quality impacts created by the project have been analyzed through use of the CalEEMod model. The worst-case summer or winter VOC, NOx, CO, SO2, PM10, and PM2.5 daily emissions created from the project's long-term operations have been calculated and are summarized below in Table 6-9.

**Table 6-9
OPERATIONAL CRITERIA POLLUTANT EMISSIONS**

Phase	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO2	PM10	PM2.5
Demolition	0.34	<0.005	0.43	<0.005	<0.005	<0.005
Site Preparation	0	0	0	0	0	0
Grading ¹	0.64	0.16	1.07	<0.005	0.01	<0.005
Total	0.98	0.16	1.5	0.01	0.1	0.01
SCAQMD Thresholds for 50 meters (164 feet) ²	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

¹ Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

² Energy usage consist of emissions from natural gas usage (excluding hearths).

³ Mobile sources consist of emissions from vehicles and road dust. Source: Calculated from CalEEMod Version 2022.1.1.

The data provided in Table 6-9 above shows that none of the analyzed criteria pollutants would exceed the regional operation emissions thresholds. Because the preceding analysis addressed

project impact on sensitive receptors closer than one mile, the proposed project will also not exceed the County's threshold issue "c."

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

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours. At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards. The four intersections analyzed by the SCAQMD were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning and LOS F in the evening peak hour.

Since the nearby intersections to the project are much smaller with less traffic than what was analyzed by the SCAQMD above, no local CO Hotspot are anticipated to be created from the project and no CO Hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the on-going use of the project.

The Air Basin is designated as nonattainment for ozone, PM10, and PM2.5, which means that the background levels of those pollutants are at times higher than the ambient air quality standards. The air quality standards were set to protect public health, including the health of sensitive individuals (elderly, children, and the sick). Therefore, when the concentrations of those pollutants exceed the standard, it is likely that some sensitive individuals in the population would experience health effects. The regional analysis found that the project would not exceed the SCAQMD regional significance thresholds for VOC and NOx (ozone precursors), PM10 and PM2.5. As such, the project would result in a less than significant cumulative health impact and project implementation would not expose sensitive receptors within 1 mile of the project site to substantial pollutant concentrations.

- 6.d) *Less Than Significant Impact* – The potential for the generation of objectionable odors has also been considered in relation to the proposed project. Land uses generally associated with odor complaints include: Agricultural uses (livestock and farming); Wastewater treatment plants; Food processing plants; Chemical plants; Composting operations; Refineries; Landfills; Dairies; and, Fiberglass molding facilities. It is mandated that future project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County of Riverside solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public odor nuisances.

The project would not create objectionable odors affecting a substantial number of people. Potential odor impacts have been analyzed separately for construction and operations below. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population).

The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration.

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from emissions from diesel equipment. The objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the project site's boundaries. Due to the transitory nature of construction odors, a less than significant odor impact would occur and no mitigation would be required.

Potential sources that may emit odors during the on-going operations of the project would primarily occur from odor emissions from the trash storage areas. Pursuant to County regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas (Ordinance 348.4835). Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402, no significant impact related to odors would occur during the on-going operations of the project. No other emissions have been identified that could adversely impact a substantial number of people. Therefore, a less than significant odor impact would occur and no mitigation would be required.

Mitigation: None Required.

Monitoring: None Required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES Would the project				
7. Wildlife & Vegetation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 State or federally protected wetlands (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"/>

Source(s): GIS database, WRCMSHCP and/or CVMSHCP, On-site Inspection, "General Biological Assessment and Western Riverside County MSHCP Consistency Analysis for Assessor's Parcel Number 342-120-052 City of Perris, Riverside County, California," Hernandez Environmental Services, May 2022 (Appendix 2)

Findings of Fact:

- 7.a) *Less Than Significant Impact* – The Boat Showroom and Storage project site is not located within a Western Riverside Multiple Species Habitat Conservation Plan (WRMSHCP) cell group, but it is located within the WRMSHCP fee area. The only special biology study required on the property was a survey for burrowing owl. No burrowing owl (BUOW) sign was identified within the project area and the biologists concluded that the site does contain suitable habitat to support BUOW. No state or federal conservation plan exist within the project area. Thus, a less than significant impact is appropriate under this topic.
- 7.b) *Less Than Significant Impact* - The project site consists of an approximately 4.75 acre-site that is highly disturbed due to weed management. There are also limited areas (northern and eastern edges of the property) that consist of disturbed, native sage scrub habitat. Based on the existing use and disturbances currently on the project site, no direct or indirect significant impacts to 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 Section 17.11

or 17.12) are forecast to occur. The project site is located within or partially within the Stephen's Kangaroo Rat (SKR) Area that is indigenous to the County of Riverside. The project will need to be conditioned for final payment of the SKR fee prior to issuance of the grading permit or building permits.

- 7.c) *No Impact* – The only special biology study required on the property was a survey for burrowing owl. No burrowing owl sign was identified within the onsite disturbance area and there is no suitable burrowing owl habitat at the project site. No sensitive species were found to be present or have a potential to be present on the site. Therefore, future development of the site will not result in impacts to sensitive species.
- 7.d) *Less Than Significant With Mitigation Incorporated* – The property has limited onsite native habitat and is surrounded by existing disturbed property. No wildlife movement corridor exists on or through the property. However, there is sufficient landscape vegetation that can support nesting birds (wildlife nursery sites). The California Fish and Game Code protects native bird nesting sites and therefore, the following mitigation will be implemented.

BIO-1 *The State of California prohibits the “take” of active bird nests. To avoid impacts to nesting birds (common and special status) during the nesting season (generally between February 1 to August 31), a qualified Avian Biologist shall conduct pre-construction nesting bird survey prior to Project-related disturbance to identify any active nests. If no active nests are found (within 300 feet for songbirds and 500 feet for raptors), no further action would be required. If an active nest is found within the identified distances, the biologist shall set appropriate no-work buffers around the nest, which would be determined based on the nesting species, its sensitivity to disturbance, nesting stage and expected types, intensity and duration of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.*

With implementation of this measure, nesting bird impacts can be minimized to a less than significant impact level.

- 7.e) *No Impact* – The project site does not contain any riparian habitat. A major man-made drainage feature will be installed adjacent to SR 74, but this new drainage feature does not currently exist. Thus, no conflict will occur with plans, policies, or regulations established by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service to protect riparian habitat and no adverse impact under this issue is forecast to occur.
- 7.f) *No Impact* – The project site does not contain any wetland habitat (including marshes or vernal pools), and the proposed project site physical modifications include retention and management of stormwater runoff on the site so no downstream hydrological modifications will occur. Thus, no adverse impacts to these resources will result from implementing the proposed project.
- 7.g) *No Impact* – The project site does not propose to disturb native habitat and therefore, it would not conflict with any local policies or ordinances protecting such biological resources. Thus, no adverse conflicts with such policies or ordinances will result from implementing the proposed project.

Mitigation: One mitigation measure has been identified for implementation if the proposed project is approved, measure BIO-1.

Monitoring: Monitoring will be required and will consist of ensuring that the reports from the single mitigation measure is completed as required and retained in the project file, verifying that construction is conducted outside of the bird nesting season or appropriate follow-up during season is implemented.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES: Would the project				
8. Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): On-site Inspection, Project Application Materials, “A Phase I Cultural Resources Assessment for Boat Showroom & Storage Project CUP220001 Riverside County, California,” Brian F. Smith and Associates, Inc., Final June 3, 2022 (Appendix 3)

Findings of Fact:

Summary of Findings

The current archaeological investigation did not identify any cultural resources within the project site (Area of Potential Effect). However, given the prior disturbance within the project site that might have buried or masked archaeological deposits, and the historic presence of an older residence (now demolished) within the project area, the potential exists that buried archaeological deposits may be encountered during grading. Therefore, it is recommended that all earthwork (initial ground disturbing activities) required for development be monitored by a qualified archaeologist and a Native American representative. The protocols to be followed for the mitigation monitoring of the property are presented within Appendix 3). Any archaeological sites that may be discovered during the monitoring of grading should be treated following the recommendations listed in the mitigation monitoring program.

Impact Evaluation

- 8.a) *No Impact* – Based on an analysis summarized from the 2022 report (Appendix 3), it was determined that no historic sites occur on the project site. Therefore, no adverse impacts to historical resources will result from project implementation.
- 8.b) *Less Than Significant With Mitigation Incorporated* – Given the prior disturbance within the project site that might have buried or masked historical deposits, and the historic presence of an older residence (now demolished) within the project area, the potential exists that buried historical deposits may be encountered during grading. Therefore, it is recommended that all earthwork (initial ground disturbing activities) required for development be monitored by a qualified archaeologist. With implementation of mitigation measure **CUL-1**, provided below, impacts to previously unidentified subsurface resources would be a less than significant impact.

Mitigation:

CUL-1 Project Archaeologist

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be

developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a digitally-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring

CUL-2 Native American Monitor

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor. The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

CUL-3 Cultural Resource Disposition

In the event cultural resources are identified during ground disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources and provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through the following methods. Any artifacts identified and collected during construction grading activities are not to leave the project area and shall remain onsite in a secure location until final disposition.

Historic Resources

All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.

Prehistoric and/or Tribal Cultural Resources

One of the following treatments shall be applied.

- 1. Preservation–in-place, if feasible is the preferred option. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.*
- 2. Reburial of the resources on the Project property. The measures for reburial shall be culturally appropriate as determined through consultation with the consulting Tribe(s) and include, at least, the following: Measures to protect the reburial area from any future impacts in perpetuity. Reburial shall not occur until all required cataloguing*

(including a complete photographic record) and analysis have been completed on the cultural resources, with the exception that sacred and ceremonial items, burial goods, and Native American human remains are excluded. No cataloguing, analysis, or other studies may occur on human remains grave goods, and sacred and ceremonial items. Any reburial processes shall be culturally appropriate and approved by the consulting tribe(s). Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.

CUL-4 Phase IV Monitoring Report

Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

With the inclusion of these mitigation measures, impacts would be less than significant.

Monitoring: Monitoring will be required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Archaeological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Alter or destroy an archaeological site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>

Source(s): On-Site Inspection, Project Application Materials, "A Phase I Cultural Resources Assessment for Boat Showroom & Storage Project CUP220001 Riverside County, California," Brian F. Smith and Associates, Inc., Final June 3, 2022 (Appendix 3)

Findings of Fact:

- 9.a) *No Impact* – Based on an analysis summarized from the 2022 report (Appendix 3), it was determined that no archaeological sites occur on the project site. Therefore, no adverse impacts to archaeological resources will result from project implementation.
- 9.b) *Less Than Significant With Mitigation Incorporated* – Given the prior disturbance within the project site that might have buried or masked archaeological deposits, the potential exists that buried archaeological deposits may be encountered during grading. Therefore, it is recommended that all earthwork (initial ground disturbing activities) required for development be monitored by a qualified archaeologist and a Native American representative so that in the event unanticipated cultural resources are identified during grading, they will be handled and evaluated in an appropriate manner. With implementation of mitigation measures **CUL-1** through **CUL-4**, provided below, impacts to previously unidentified subsurface resources would be less than significant

9.c) *Less Than Significant Impact* – Based on an analysis of records and previous cultural resource surveys of the property, it was determined that the site does not include a formal cemetery or any archaeological resources that might contain interred human remains. Regardless, the project will be required to adhere to State Health and Safety Code Section 7050.5 in the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the findings as to the origin of the remains. Also, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to treatment and disposition has been made. This is State Law and not mitigation. Therefore, potential impacts in this circumstance are considered less than significant.

Mitigation: Mitigation Measure **CUL-1** shall be implemented to control potential archaeological resource impacts to a less than significant impact level

Monitoring: Monitoring shall be implemented as outlined under issue 8 above

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ENERGY: Would the project				
10. Energy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), Project Application Materials

Findings of Fact:

10.a) *Less Than Significant Impact* – *Less Than Significant Impact* – The proposed project consists of installing an approximately 10,000 SF boat showroom and sales facility (structure) and providing a paved and hard-compacted boat storage area. The only energy utility provider that serves the site is Southern California Edison (SCE). For natural gas needs, the site utilizes propane.

Energy consumption encompasses many different activities. For example, construction can include the following activities: delivery of equipment and material to a site from some location (note it also requires energy to manufacture the equipment and material, such as harvesting, cutting and delivering wood from its source); employee trips to work, possibly offsite for lunch (or a visit by a catering truck), travel home, and occasionally leaving a site for an appointment or checking another job; use of equipment onsite (electric or fuel); and sometimes demolition and disposal of construction waste. Construction of the proposed project will employ approximately 20 employees on a typical work day, resulting in about 30 round trips per day, which is a minor number of trips requiring energy per day from workers for the total number of working days within which construction will take place.

Energy consumption by construction equipment will be reduced through mitigation that requires shutdowns when equipment is not in use after five minutes and ensures that equipment is operated within proper operating parameters (tune-ups) to minimize emissions and fuel

consumption. Furthermore, construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Compliance with CARB regulations idling restrictions would also reduce fuel consumption and energy consumption. These requirements are consistent with State and regional rules and regulations. Under the construction scenario outlined above, the proposed project will not result in wasteful, inefficient, or unnecessary energy consumption during construction. Furthermore, as construction activities would only occur for the short-term duration of construction, impacts from construction energy use would be less than significant.

Additionally, the proposed project will employ approximately 10 employees on a typical work day during operation of the future Boat Showroom and Storage facility, resulting in about 20 employee round trips per day.

The project includes the consumption of energy during operations, which will involve the installation of new heating, cooling, lighting, water heating, operation of electrical systems and plug-in appliances, and outdoor lighting. Additionally, the proposed project structures must conform with a variety of existing energy efficiency regulatory requirements or guidelines including:

- Compliance Title 24 energy efficiency standards and conformance with the County's Climate Action Plan (CAP). The County's administration of the Title 24 requirements and the County's CAP includes review of design components and energy conservation measures that occurs during the permitting process, which would ensure that all requirements are met.
 - Typical Title 24 measures include the use of: energy-efficient heating, insulation, energy-efficient heating, ventilating and air conditioning equipment (HVAC), solar-reflective roofing materials, energy-efficient indoor and outdoor lighting systems, reclamation of heat rejection from refrigeration equipment to generate hot water, incorporation of skylights, etc.
- Compliance with the California Green Building Standards Code, AKA the CALGreen Code (Title 24, Part 11), which was adopted by the County in 2019. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of building through the use of building concepts encouraging sustainable construction practices.
- Compliance with the provisions of the CALGreen code apply to the planning, design, operation, construction, use, and occupancy of every newly construction building.
- Compliance with California Energy Commission Building Energy Efficiency Standards would ensure that the building energy use associated with the proposed project would not be wasteful or unnecessary.
- Compliance with Indoor Water Reduction through reduced consumption through the maximum fixture water use rates.
- Compliance with diversion of construction and demolition materials from landfills (SB1383 and AB 939).
- Compliance with AQMD Mandatory use of low-pollutant emitting finish materials.
- Compliance with AQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.
- Compliance with diesel exhaust emissions from diesel vehicles and off-road diesel vehicle/equipment operations.

Compliance with the above regulatory requirements for operational energy use and construction energy use would not be a wasteful or unnecessary use of energy. Further, SCE is presently in compliance with State renewable energy supply requirements for percentage of energy

generated using renewable energy sources and SCE will supply electricity to the project. The proposed project does not include any substantial new stationary sources of onsite energy. Solar facilities will be included at the project site to offset overall energy demand. Thus, the proposed project will not result in wasteful, inefficient, or unnecessary energy consumption that could result in a significant adverse impact to energy issues based on compliance with the referenced laws, regulations and guidelines.

- 10.b) *Less Than Significant Impact* – As discussed under issue 10(a), above, the proposed project would be required to meet the CalGreen energy efficiency standards in effect during permitting of the project. The County’s Building Department must review the design components and energy conservation measures during the permitting process, which would ensure that all requirements are met. The project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. In addition, the project would not be required to comply with Measure R2-CE1 of the County’s CAP as the project does not total more than 100,000 gross square feet of commercial development, and thus would not conflict with Measure R2-CE1.

The project’s consistency with the applicable state and local plans is discussed below.

Consistency with Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

Transportation and access to the project site is provided directly by the local and regional roadways. The project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because Southern California Association of Governments is not planning for intermodal facilities on or through the project site.

Consistency with the Transportation Equity Act for the 21st Century (TEA-21)

The project site is located near major transportation corridors with proximate access to the interstate freeway system. The project site provides access via existing access routes, and therefore takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similarly zoned uses. The project supports the strong planning processes emphasized under TEA-21. The project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

Consistency with Integrated Energy Policy Report (IEPR)

Electricity would continue to be provided to the project by SCE. SCE’s Clean Power and Electrification Pathway white paper builds on existing state programs and policies. As such, the project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2021 IEPR.

Consistency with State of California Energy Plan

The project site is located proximate to transportation corridors with access to the Interstate freeway system. The project site provides access via existing access routes that would be enhanced as part of the proposed project, and therefore takes advantage of existing infrastructure systems. The project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

Consistency with California Code Title 24, Part 6, Energy Efficiency Standards

The 2022 version of Title 24 was adopted by the California Energy Commission (CEC) and will become effective on January 1, 2023. As the project building construction is anticipated in 2024, it is presumed that the project would be required to comply with the Title 24 standards in place at that time. Therefore, the project is would not result in a significant impact on energy resources.

Consistency with AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

AB 1493 is not applicable to the project as it is a statewide measure establishing vehicle emissions standards. No feature of the project would interfere with implementation of the requirements under AB 1493.

Consistency with California's Renewable Portfolio Standard (RPS)

California's Renewable Portfolio Standard is not applicable to the project as it is a statewide measure that establishes a renewable energy mix. No feature of the project would interfere with implementation of the requirements under RPS.

Consistency with the Clean Energy and Pollution Reduction Act of 2015 (SB 350)

The proposed project would use energy from SCE, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. No feature of the project would interfere with implementation of SB 350. Additionally, the project would be designed and constructed to implement the energy efficiency measures for new commercial developments and would include several measures designed to reduce energy consumption.

Conclusion

As shown above, the project would not conflict with any of the state or local plans. Therefore, the proposed project would have a less than significant potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

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
GEOLOGY AND SOILS: Would the project				
11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) 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?				

Source(s): Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones," GIS database, Geologist Comments, "Preliminary Geotechnical Interpretive Report, Proposed Commercial Development, Assessor's Parcel Number 342-120-052, Lot Number 25 of Parcel Map Number 12/4, Located at 24803 Highway 74, City of Perris, Riverside County, California," Earth Strata Geotechnical Services, Inc., November 4, 2021 (Appendix 4)

Findings of Fact:

11.a) *No Impact* – The project site is located in Unincorporated Riverside County within the Mead Valley. The project site does not contain any faults or fault zones, however, two Alquist-Priolo Special Study Zones, classified as such under the Alquist-Priolo Earthquake Fault Zoning Act, are located to the east and west of the area project area. These faults are the Wildomar (Elsinore) Fault (west) and the San Jacinto Fault (east), as shown on the California Department of Conservation Data Viewer Seismic Hazards Program: Alquist Priolo Fault Traces Map provided as Figure 11-1. Thus, according to existing published geological information, the

proposed project is not located within an Alquist-Priolo Special Study Zone, as the nearest fault zone is Elsinore Fault located about 12.5 kilometers to the southwest. Based on this information, the risk for ground rupture at the site location is low to non-existent. Therefore, any impacts under this issue are considered no impact; no mitigation is required.

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

Source(s): Riverside County General Plan Figure S-3 “Generalized Liquefaction,” “Preliminary Geotechnical Interpretive Report, Proposed Commercial Development, Assessor Parcel Number 342-120-052, Lot Number 25 of Parcel Map Number 12/4, Located at 24803 Highway 74, City of Perris, Riverside County, California,” Earth Strata Geotechnical Services, Inc., November 4, 2021 (Appendix 4)

Findings of Fact:

12.a) *Less Than Significant With Mitigation Incorporated* – The Geotechnical Report concluded the following regarding liquefaction hazards at the project site. The three factors determining whether a site is likely to be subject to liquefaction include seismic shaking, type and consistency of earth materials, and groundwater level. The proposed structure will be supported by compacted fill and competent alluvium (as outlined in Appendix 4), with groundwater at a depth of approximately 17 feet. As such, the potential for earthquake induced liquefaction and lateral spreading beneath the proposed structure is considered very low to remote due to the recommended compacted fill with geogrid, relatively low groundwater level, and the dense nature of the deeper onsite earth materials. In order to ensure the post-foundation conditions meet those outlined above, mitigation measure **GEO-1** must be implemented. This measure is provided below.

Mitigation:

GEO-1 *The geotechnical report for the proposed project (Appendix 4 of this document) includes site-specific measures such as grading recommendations, foundation design recommendations, slope stability recommendations, and the alternative siting of structures, as appropriate, to reduce the significance of potential geologic and/or geotechnical hazards associated with the proposed implementing project. The developed shall meet the geotechnical design recommendations in Appendix 4, or equivalent measures to minimize potential onsite liquefaction and other geotechnical hazards associated with identified site geological conditions.*

Monitoring: County inspectors shall verify that all of the geotechnical design requirements or their equivalent are implemented during project development, beginning with clearing and grubbing. Field notes verifying compliance with **GEO-1** shall be retained in the project file.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Ground-shaking Zone	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Be subject to strong seismic ground shaking?				

Source(s): Riverside County General Plan Figure S-4 “Earthquake-Induced Slope Instability Map,” and Figures S-13 through S-21 (showing General Ground Shaking Risk), “Preliminary Geotechnical Interpretive Report, Proposed Commercial Development, Assessor Parcel Number 342-120-052, Lot Number 25 of Parcel Map Number 12/4, Located at 24803 Highway 74, City of Perris, Riverside County, California,” Earth Strata Geotechnical Services, Inc., November 4, 2021 (Appendix 4)

Findings of Fact:

13.a) *Less Than Significant With Mitigation Incorporated* – Please refer to the analysis presented under issue 11(a), above. As stated above, the project area does not contain any faults or fault zones, however, there are fault zones located to the east and west of the area project area. These faults are the Wildomar (Elsinore) Fault (west) and the San Jacinto Fault (east), as shown on the California Department of Conservation Data Viewer Seismic Hazards Program: Alquist Priolo Fault Traces Map provided as Figure 11-1. According to the California Department of Conservation Data Viewer MS48: Earthquake Shaking Potential for the proposed project is located in an area with relatively low earthquake shaking potential. Regardless, like all other development projects in the County and throughout the Southern California Region, the proposed project will likely be subject to substantial seismic ground shaking, and will be required to comply with all applicable seismic design standards contained in the 2020 California Building Code (CBC), including Section 1613 Earthquake Loads, which is included in the County’s Municipal Code as Chapter 16.08 and provides provisions for soils conditions.

Appendix 4 indicates that the Elsinore Fault would produce the highest ground accelerations with a maximum modal magnitude of 7.64. Based on this worst-case earthquake, Appendix 4 also concluded that the mean peak ground acceleration was calculated to be 0.641g. The Riverside County Department of Building and Safety reviews structural plans and geotechnical data prior to issuance of a grading permit and conducts inspections during construction. Compliance with the CBC and the recommendations in the Geotechnical Report will ensure that structural integrity of the occupied buildings will be maintained in the event of an earthquake.

Ultimately, through the County’s review process, compliance with the CBC, Geotechnical Report recommendations, and adherence to mitigation measure **GEO-1**, impacts related to strong seismic ground shaking would be reduced to a less than significant impact on the proposed project.

Mitigation: The proposed project would be required to comply with the mitigation measure **GEO-1** which is provided in the preceding section of this document.

Monitoring: Monitoring is required as outline under the preceding section.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
14. Landslide Risk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?

Source(s): On-site Inspection, Riverside County General Plan Figure S-5 “Regions Underlain by Steep Slope,” “Preliminary Geotechnical Interpretive Report, Proposed Commercial Development, Assessor Parcel Number 342-120-052, Lot Number 25 of Parcel Map Number 12/4, Located at 24803 Highway 74, City of Perris, Riverside County, California,” Earth Strata Geotechnical Services, Inc., November 4, 2021 (Appendix 4)

Findings of Fact:

14.a) *No Impact* – The project site is located within an area that has minor changes in elevation, and the whole of the existing site is essentially flat. According to Appendix 4, landslide debris was not observed during their subsurface exploration and no ancient landslides are known to exist on the site. No landslides are known to exist, or have been mapped, in the vicinity of the site. Geologic mapping of the site conducted during our investigation, and review of aerial imagery of the site, reveal no geomorphic expressions indicative of landsliding.

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
15. Ground Subsidence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?				

Source(s): Riverside County General Plan Figure S-7 “Documented Subsidence Areas Map,” “Preliminary Geotechnical Interpretive Report, Proposed Commercial Development, Assessor Parcel Number 342-120-052, Lot Number 25 of Parcel Map Number 12/4, Located at 24803 Highway 74, City of Perris, Riverside County, California,” Earth Strata Geotechnical Services, Inc., November 4, 2021 (Appendix 4)

Findings of Fact:

15.a) *Less Than Significant With Mitigation Incorporated* – The Geotechnical Report (Appendix 4) concluded the following regarding ground subsidence hazards at the project site. The potential for subsidence from scarification and re-compaction of exposed bottom surfaces was identified to be negligible, or approximately 0.01 foot. The proposed structure will be supported by compacted fill and competent alluvium, with groundwater at a depth of approximately 17 feet. As such, the potential for earthquake induced liquefaction and lateral spreading (subsidence) beneath the proposed structure is considered very low to remote due to the recommended compacted fill with geogrid, relatively low groundwater level, and the dense nature of the deeper onsite earth materials. These design elements are incorporated into mitigation measure **GEO-1**.

Mitigation: Mitigation measure **GEO-1** must be implemented to reduce the potential for subsidence to a less than significant impact level.

Monitoring: Monitoring is required as outlined under topic number 12, above.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. Other Geologic Hazards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?				

Source(s): On-site Inspection, Project Application Materials, "Preliminary Geotechnical Interpretive Report, Proposed Commercial Development, Assessor Parcel Number 342-120-052, Lot Number 25 of Parcel Map Number 12/4, Located at 24803 Highway 74, City of Perris, Riverside County, California," Earth Strata Geotechnical Services, Inc., November 4, 2021 (Appendix 4)

Findings of Fact:

16.a) *No Impact* – Implementation of the project will not expose people or structures to a significant risk of inundation by seiche, mudflow, or volcanic hazard. A seiche is defined as the sloshing of a closed body of water as a result of shaking from an earthquake. These phenomena are only of a concern where a project site is in close proximity to and is at a lower elevation than a nearby body of water. Mudflow occurs when soils and other material are wet enough to create a rapid flow of mud, and this typically occurs in small, steep stream channels. As no steep stream channels exist in the project area, the potential for a significant mudflow hazard is low at the project site. Finally, no volcanoes exist in the vicinity of the project site that could result in a hazard thereof. Thus, no adverse impact can result from implementation of the proposed project.

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
17. Slopes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Change topography or ground surface relief features?				
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riv. Co. 800-Scale Slope Maps, Project Application Materials, "Preliminary Geotechnical Interpretive Report, Proposed Commercial Development, Assessor Parcel Number 342-120-052, Lot Number 25 of Parcel Map Number 12/4, Located at 24803 Highway 74, City of Perris, Riverside County, California," Earth Strata Geotechnical Services, Inc., November 4, 2021 (Appendix 4)

Findings of Fact:

17.a) *No Impact* – The proposed project site is essentially flat and does not contain any area with sloped topography. Further, the proposed project will not create any major slopes during construction. Thus, no substantial changes to topography or ground surface relief will result from project implementation.

17.b) *Less Than Significant With Mitigation Incorporated* – The proposed project consists of preparing the project site (clearing and grubbing and grading) and installing a new 10,000 SF Boat

Showroom and Storage structure and preparing the remainder of the site for exterior boat storage. Based on the project grading plan, there will be no creation of cut or fill slopes greater than 2:1 or higher than 10 feet. Furthermore, as required by the MM **GEO-1**, site specific engineering studies and the Riverside County Department of Building and Safety review of grading plans prior to issuance of a grading permit will be required as part of project implementation. This, in conjunction with project compliance with the CBC would ensure that the proposed project would not result in cut or fill slopes greater than 2:1 or higher than 10 feet. Thus, impacts under this issue are anticipated to be less than significant with mitigation incorporated.

- 17.c) *Less Than Significant Impact* – The proposed project would establish a connection to the EMWD sewer line within SR74. No septic system components are proposed. The grading associated with the proposed project to enable the installation of project improvements, will include installing the onsite sewer laterals to connect to the trunk sewer in SR74. Each of these activities would avoid significant excavation and would be accommodated as part of the overall site development proposal. Thus, no grading would not conflict with installation of subsurface disposal systems and impacts under this issue are anticipated to be less than significant.

Mitigation: Mitigation measure **GEO-1** must be implemented to reduce the potential for subsidence to a less than significant impact level.

Monitoring: Monitoring is required as outlined under topic number 12, above.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. Soils	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 1803.5.3 of the California Building Code (2022), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative wastewater 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(s): USDA Soil Conservation Service Soil Surveys, Project Application Materials, On-site Inspection, “Preliminary Geotechnical Interpretive Report, Proposed Commercial Development, Assessor Parcel Number 342-120-052, Lot Number 25 of Parcel Map Number 12/4, Located at 24803 Highway 74, City of Perris, Riverside County, California,” Earth Strata Geotechnical Services, Inc., November 4, 2021 (Appendix 4)

Findings of Fact:

- 18.a) *Less Than Significant Impact* – During construction, the project site has a potential for soil erosion. The potential for soil erosion, loss of topsoil, and/or developing the site on unstable soils is anticipated to be possible at the site during ground disturbance associated with construction. All of the soils (refer to Appendix 4, page 5 for a list of onsite soils), have moderate infiltration rates and are well drained. Heavy earth-moving equipment will be required to enable the installation of project improvements, including grading and paving the parking lots adjacent on the 4.75-acre project site. The proposed grading will occur in areas that have already been compacted or distributed as part of the existing site maintenance. This project will result in the disturbance of more than one acre of land and will require filing a Notice of Intent (NOI), securing a National Pollutant Discharge Elimination System (NPDES), general construction stormwater

discharge permit, and preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will include best management practices (BMPs) to mitigate potential impacts associated with erosion and surface water quality degradation during construction. The County's Municipal Code Chapter 13.12, Article 2 Stormwater Management and Discharge Controls implement the requirements of the California Regional Water Quality Control Board (RWQCB), San Diego Region National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Order No. R9-2013-001 (MS4 Permit). It establishes minimum stormwater management requirements and controls that are required to be implemented by the project.

As described in Section 25, Hydrology and Water Quality, the hydrologic features of the proposed project have been designed to slow, filter, and retain stormwater within the developed site, which would also reduce the potential for stormwater to erode topsoil. Additionally, the County requires that the project be subject to approval of a Water Quality Management Plan (WQMP), which is mandated by the County and would ensure that San Diego RWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. Through compliance with the above requirements, which are enforced through the County's permitting process, impacts under this topic will be less than significant with no mitigation.

- 18.b) *No Impact* – The proposed project site is located on a mix of Hanford, Greenfield, and Ramona soils, with shallow slopes, as shown in Appendix 4, page 5. The soils consist of deep soil horizons which have moderate infiltration rates and are well drained. Given that no clay type soils exist at the project site (see Appendix 4), the development of the project will not create a substantial risk to life or property by being placed on expansive soils because none exist on the site. Thus, the project will not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) and Section 1803.5.3 of the 2022 CBC, and therefore will have no potential to create substantial risks to life or property. Additionally, the Riverside County Department of Building and Safety review of grading plans prior to issuance of a grading permit will be required as part of project implementation, which would further reduce any risks associated with development of the project. Impacts under this issue are considered to pose no impact. No mitigation is required.
- 18.c) *Less Than Significant Impact* – The proposed project site is served by a future connection to the EMWD sewer line in SR74 that will be sufficient to serve the future uses of the site. No septic systems will be required. The soils are capable of adequately supporting the use of septic tanks or alternative wastewater disposal systems but will not be needed at this site. Impacts under this issue are considered less than significant.

Mitigation: Refer to the Mitigation in the Hazards and Hydrology Sections of this Initial Study.

Monitoring: Refer to the monitoring required under the Hazards and Hydrology Sections of this Initial Study.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. Erosion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?				

Source(s): Riverside County 2019 General Plan Safety Element Figure S-8 “Wind Erosion Susceptibility Areas,” Ord. No. 460, Article XV & Ord. No. 484

Findings of Fact:

19.a) *Less Than Significant Impact* – The project site is identified by the General Plan Safety Element Figure S-8 as having a low wind erosion susceptibility. The General Plan, Safety Element Policy for Wind Erosion requires buildings and structures to be designed to resist wind loads that are covered by the CBC. Since the potential for blowing sand at the site location is low, the project would not be required to comply with the regulations set forth in County Ordinance No. 484 (Control of Blowing Sand), which regulates activities within areas that are susceptible to blowing sand. Typically, site development as proposed will reduce the potential for loose topsoil to erode from the site when wind occurs. Therefore, the project would result in less than significant potential to be impacted by or result in an increase in wind erosion and blowsand, either on- or off-site.

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
GREENHOUSE GAS EMISSIONS: Would the project				
20. Greenhouse Gas Emissions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
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"/>

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), Project Application Materials, SCAQMD CEQA Air Quality Handbook, and technical air quality and greenhouse gas study titled “Air Quality and Greenhouse Gas Study Boat Showroom and Storage Perris, CA, Entech Consulting Group, August 2022 (Appendix 1)

Findings of Fact:

Background Information

Constituent gases of the Earth’s atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth’s radiation amount by trapping infrared radiation from the Earth’s surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO2), methane (CH4), ozone (O3), water vapor, nitrous oxide (N2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth’s natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State’s greenhouse gas emissions, followed by electricity generation. Emissions of CO2 and N2O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing

associated with agricultural practices and landfills. Sinks of CO₂, where CO₂ is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. A description of each of the greenhouse gases and their global warming potential (GWP) is provided in Appendix 1, pages 12 through 14. Page 14 also lists the GWP of the greenhouse gases, with CO₂ assigned a GWP value of one.

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, that could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project’s construction emissions are averaged over 30 years and are added to the project’s operational emissions.

If the project’s emissions are below the following screening threshold, then the project is less than significant: 3,000 MTCO₂e per year.

Impacts

20.a) *Less Than Significant Impact* – The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Table 20-1 provides a summary of the greenhouse gas emissions and the CalEEMod model runs are provided in Appendix A of Appendix 1.

The data provided in Table 20-1 shows that the project would create 152.6 MTCO₂e per year. Thus, the project’s GHG emissions would be within the SCAQMD’s thresholds of significance of 3,000 MTCO₂e per year. Therefore, impacts would be less than significant.

**Table 20-1
PROJECT GREENHOUSE GAS ANNUAL EMISSIONS**

Greenhouse Gas Emissions (Metric Tons per Year)				
Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Year 2024 Emissions				
Operational Emissions	9.8	0.01	<0.005	10.6
Maximum Construction Emissions ¹	141	0.01	<0.005	142
Total 2024 Emissions	150.8	0.02	0.01	152.6
SCAQMD Threshold of Significance				3,000

Notes:

¹ Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.

20.b) *Less Than Significant Impact* – The project would not conflict with the *County of Riverside Climate Action Plan* (Climate Action Plan). In addition, the project would be below the commercial land use threshold of 3,000 MTCO₂e per year and reduction targets and would not conflict with the applicable plan for reducing GHG emissions. Impacts would be 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
HAZARDS AND HAZARDOUS MATERIALS: Would the project				
21. Hazards and Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Project Application Materials, “Phase 1 Environmental Site Assessment of Undeveloped Property Assessor’s Parcel Number 342-120-052, Perris, California 92570,” Earth Strata Geotechnical Services, Inc., November 2, 2021 (Appendix 5a); “March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan,” November 13, 2014, Mead & Hunt (Appendix 5b)

Findings of Fact:

21.a-b) *Less Than Significant With Mitigation Incorporated* – The project may create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Boat Showroom and Storage Project could involve the use of a substantial amount of hazardous materials, particularly petroleum products, such as fuel and motor oil. Cleaning supplies would also be used in small quantities to support the Showroom. Other hazardous materials that may be utilized in support of project operations include: solvents, cleaning agents, paints, pesticides, batteries, and aerosol cans. Compliance with all Federal, State, and local regulations governing the storage and use of hazardous materials is required, and will assist the onsite activities to operate in a manner that poses no substantial hazards to the public or the environment.

Additionally, during construction there would be the transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and

lubricants for construction machinery, paint and other coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up, etc. is considered to be sufficient to reduce potential substantial exposure to hazardous materials.

During construction and operation, there are activities that can expose the public to significant hazards from accidental circumstances. The first pathway occurs when petroleum products are accidentally released from construction equipment, stored boats or storage facilities. For example, vandalism can cause a release from stored fuels, or a hydraulic hose may break on a large piece of construction equipment. This type of impact is readily mitigated by immediately stopping the onsite activity; controlling the accidental release; and carrying out remediation of the area contaminated by the spill. Therefore, Mitigation Measure **HAZ-1** has been identified to reduce any potential impact during construction and operations to a level of less than significant.

The second circumstance under which there is potential to expose persons to the release of hazardous materials occurs when unknown contaminants below the ground surface are exposed during construction. An example would be a barrel of hazardous material buried below the ground surface that could be exposed during grading. As in the previous instance, the exposure of such contamination typically occurs over a very limited area and with proper mitigation the potential hazard to humans and the environment can be managed so it will not significantly impact either humans or the environment. Therefore, Mitigation Measure **HAZ-2** has been identified to reduce any potential impact to a level of less than significant.

Finally, an unusual circumstance exists at the project site where the property owner has stored items (old boats and other equipment) and a limited amount of soil (estimated to be less than 500 cubic yards) on the project site. This storage by the property owner creates another avenue for contamination due to accidental releases, primarily of petroleum products (gas and oil). After extensive discussion on how to address this potential for hazardous contamination, the County has proposed implementation of mitigation measure **HAZ-3** to address this potential adverse impact. With implementation of measure **HAZ-3** any potential for exposure of onsite employees or future customers can be controlled to a less than significant impact level.

The incorporation of Mitigation Measures **HAZ-1**, **HAZ-2** and **HAZ-3** will reduce the potential of accidental release and exposure by identifying those actions that must occur in the event of an accidental release or the disturbance of a previously unknown contaminated area. These measures require notification of appropriate regulatory agencies, and specific activities that will limit and control the potential for exposure. As a result, impacts would be less than significant with mitigation.

- 21.c) *Less Than Significant Impact* – The proposed project does not include major construction activities within the SR74 right-of-way. The project's construction activity is located to the west of the paved road, therefore, the potential for adverse effect on the local circulation system is forecast to be less than significant. No mitigation is required.
- 21.d) *Less Than Significant Impact* – The proposed project is not located within ¼ mile of any school and is not anticipated to handle acute hazardous materials. Therefore, the project has a less than significant potential to adversely impact any school or its attendees.
- 21.e) *Less Than Significant Impact* – According to the California State Water Board's GeoTracker website (consistent with Government Code Section 65962.5), which provides information regarding Leaking Underground Storage Tanks (LUST) and Department of Toxic Substance Control (DTSC) cleanup sites, there are no open or closed LUST, DTSC, or other clean-up sites located at the project site. Refer to Appendix 5. Therefore, there is no potential for the project

to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 thereby creating a significant hazard to the public or the environment. Project construction and operation will have a less than significant potential to create a significant hazard to the population or to the environment from its implementation.

Mitigation: Project specific mitigation measures include the following:

- HAZ-1:** *Prior to and during grading and construction, should an accidental release of a hazardous material occur, the following actions will be implemented: construction activities in the immediate area will be immediately stopped; appropriate regulatory agencies will be notified; immediate actions will be implemented to limit the volume and area impacted by the contaminant; the contaminated material, primarily soil, shall be collected and removed to a location where it can be treated or disposed of in accordance with the regulations in place at the time of the event; any transport of hazardous waste from the property shall be carried out by a registered hazardous waste transporter; and testing shall be conducted to verify that any residual concentrations of the accidentally released material are below the regulatory remediation goal at the time of the event. All of the above sampling or remediation activities related to site contamination will be conducted under the oversight of County Hazardous Materials Division. All of the above actions shall be documented and made available to the appropriate regulatory agencies prior to closure (a determination of the regulatory agency that the site has been remediated to a threshold that poses no hazard to humans) of the contaminated area.*
- HAZ-2:** *During grading if an unknown contaminated area is exposed, based on field observations by the contractor, soils engineer or County inspector, the following actions will be implemented: any contamination found during construction will be reported to the County Hazardous Materials Division. Further, all of the sampling or remediation related to the contamination will be conducted under the oversight of this County department. In the event contamination is found, construction activities in the immediate area will be immediately stopped; appropriate regulatory agencies will be identified; a qualified professional (industrial hygienist or chemist) shall test the contamination and determine the type of material and define appropriate remediation strategies; immediate actions will be implemented to limit the volume and area impacted by the contaminant; the contaminated material, primarily soil, shall be collected and removed to a location where it can be treated or disposed of in accordance with the regulations in place at the time of the event; any transport of hazardous waste from the property shall be carried out by a registered hazardous waste transporter; and testing shall be conducted to verify that any residual concentrations of the accidentally released material are below the regulatory remediation goal (MCL) at the time of the event. All of the above actions shall be documented and made available to the appropriate regulatory agencies prior to closure of the contaminated area (a determination of the regulatory agency that the site has been remediated to a threshold that poses no hazard to humans or the environment).*
- HAZ-3:** *To ensure that the items stored on the project site have not contributed to site contamination, all of the stored items/material shall be removed and/or tested for contamination prior to initiating site grading. Once removed, the site shall be examined by a qualified Industrial Hygienist to determine whether any contamination adversely affects the project site. Once any contamination is remediated, a report of findings shall be submitted to and approved by the County before site specific ground disturbing activities can be initiated.*

Monitoring: Mitigation will be monitored through the inclusion of these measures in the project's conditions of approval. Conditions of approval will be implemented and monitored through the County's Building and Safety plan check and inspection procedures.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
22. Airports	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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(s): Riverside County General Plan Figure S-20 "Airport Locations," GIS database

Findings of Fact:

- 22.a) *No Impact* – The project site is located more than 2 miles west of the Perris Valley Airport. Therefore, the proposed project has no potential to result in an inconsistency with the Perris Valley Airport Master Plan. After careful review of the March Air Reserve Base Land Use Compatibility Plan (LUCP), the project site may be located within the southwestern boundary of the Compatibility Map. The project site may be located within Zone E of this LUCP, which could expose it to occasional overflights that might be intrusive for a residence, but as a commercial development, no potential for a significant adverse impact exists. Thus, no consistency impacts under this issue are anticipated and no mitigation is required.
- 22.b) *No Impact* – As discussed above, the Perris Valley Airport is located more than 2.2 miles beyond the Boat Showroom project site and the project may be located within Zone E of the LUCP for March Air Reserve Base. Thus, the project may require review by the County’s Airport Land Use Commission.
- 22.c) *No Impact* – The Perris Valley Airport, which is the closest airport to the project site, is located approximately 2.2 miles to the east of the project site. The project site may also be located within Zone E of the LUCP. Given this distance from the project site to the Airport, the proposed project is not located within close proximity to an airport such that the project would result in a safety hazard for people residing or working in the project area. Zone E indicates that occasional overflights may generate intrusive noise, but not for a commercial operation such as proposed. Thus, no impacts under this issue are anticipated and no mitigation is required.
- 22.d) *No Impact* – There are no private airstrips located in the vicinity of the proposed project site. Thus, the project would not result in an airstrip related safety hazard for people visiting or working in the project area. No impacts under this issue are anticipated and no mitigation is required.

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
HYDROLOGY AND WATER QUALITY: Would the project				
23. Water Quality Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Figure S-9 “Special Flood Hazard Areas,” Figure S-10 “Dam Failure Inundation Zone,” Riverside County Flood Control District Flood Hazard Report/ Condition, GIS database, “Preliminary Hydrology Report, Proposed Boat Showroom & Storage CUP220001,” Ventura Engineering Inland, November 16, 2023 (Appendix 6a); and “Preliminary Water Quality Management Plan Santa Ana Region of Riverside County, Proposed Boat Showroom & Storage, CUP220001,” Ventura Engineering Inland, November 16, 2023, Revision 4 (Appendix 6b)

Findings of Fact:

23.a) *Less Than Significant With Mitigation Incorporated* – The proposed project is located within the planning area of the Santa Ana Regional Water Quality Control Board (RWQCB), and within the San Jacinto River, Temescal Creek, and Santa Ana River watershed. Water quality standards are defined by the Clean Water Act (CWA) in regards to beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses, referred to as water quality objectives. These objectives and standards for all ground and surface waters are implemented through the County’s standard permitting process, among other agency procedures. The project would be supplied with water by Eastern Municipal Water District (EMWD) and would dispose of wastewater through a proposed subsurface Septic Tank/Leach Line wastewater disposal system.

To address stormwater and accidental spills within this environment, as stated previously under issue 18(a), the developer shall implement the requirements of the RWQCB NPDES Storm Water Permit Order No. R9-2013-001 (MS4 Permit), which establishes minimum stormwater management requirements and controls that are required to be implemented by the project. Thus, the County requires that the Applicant must ensure that site development implements a Storm Water Pollution Prevention Plan (SWPPP) to control potential sources of water pollution that could violate any standards or discharge requirements during construction. Additionally, a Water Quality Management Plan (WQMP, MS4 Permit) must be prepared, approved, and

implemented to ensure that project-related after development surface runoff meets discharge requirements, both volume and water quality, over the short- and long-term. Appendices 6a and 6b contains both a formal hydrology study of the site and the Preliminary Water Quality Management Plan.

Because the project site mostly consists of pervious surfaces, the project has identified onsite, post development drainage management system that will generally be directed to onsite collection and treatment (including biofiltration basins) and other water quality control measures that will be developed as part of the project.

The proposed project site will construct new structures and various other design elements that will add to the overall imperviousness of the existing vacant property but this increase will be mitigated through the use of dispersion of all the impervious surfaces to permeable surfaces. The proposed development will utilize low impact development solutions to handle water quality treatment and hydromodification as much as feasible. The proposed project increases the imperviousness of the site, but the proposed LID elements are more than adequate to mitigate this increase using decomposed granite (dg) paving, landscaping to mimic the natural permeability for the project site and new biofiltration basins while maintaining the natural grades as much as feasible to limit the impacts to the County Flood Control defined flood plains onsite.

In addition, it should be noted that the proposed project does not substantially alter the existing drainage patterns and off-site adjacent features to the project site. Neither is the existing drainage pattern of the site and local area altered, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion, siltation, or flooding on- or off-site because the stream alignment is not affected by the proposed improvements. The project site will continue to sheet flow to the same existing culverts under the driveway and into a new channel along Highway 74.

The SWPPP would specify the Best Management Practices (BMPs) that the project would be required to implement during construction activities to ensure that all potential water pollutants of concern are prevented from discharge, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Implementation of the SWPPP is a requirement of the County, and this document is enforced by a combination of the County and Regional Board. With the implementation of the SWPPP and project Mitigation Measures **HAZ-1**, **HAZ-2**, and **HAZ-3** water quality will be protected for the duration of the project construction.

The WQMP specifies stormwater runoff permit BMPs requirements for capturing, retaining, and treating on site stormwater once the project has been developed as outlined above. The WQMP provides the following: Control contaminants into storm drain systems; Educate the public about stormwater impacts; Detect and eliminate illicit discharges; and, use biofiltration basins to implement BMPs and site-specific runoff controls and treatments. Implementation of the WQMP is a requirement of the County.

- 23.b) *Less Than Significant Impact* – Implementation of the proposed project will not deplete ground-water supplies that would substantially affect the water availability for existing or planned land uses or biological resources. It is anticipated that, based on data in Appendices 6a and 6b, the potential to intercept groundwater during grading of the project site is considered to be less than significant, particularly that the proposed project is not located in an area with an underlying delineated groundwater basin. Thus, no groundwater basin would be physically altered or impacted significantly as a result of the proposed project.

The project site will connect to the EMWD potable water distribution system to support commercial boat sales and storage operations. The conversion of the site to support boat sales and storage will result in greater water use than that which exists at present (currently equipment and material storage), but current water use will be offset by closure of existing operations. Historically, groundwater has supplied between 25 to 40 percent of the EMWD's total water supply and imported water has supplied between 60 to 70 percent. The EMWD's 2020 Urban Water Management Plan (UMWP) identifies sufficient water resources to meet demand in its service area. The total retail water supply for Eastern in 2020 for retail customers, was 59,379 AFY inclusive of both potable and recycled water, while the demand for both potable and recycled water was 53,986 AFY. Based on the projected total water demand within EMWD's retail service area, it is anticipated that the new project's water demand will be partially offset by closure of the existing facility particularly given that the overall available water demand is anticipated to be less than EMWD's projected supply in 2025 and in 2045 within its service area. The anticipated available water supply within EMWD's retail service area is forecast to be greater than the demand for water in the future, which indicates that EMWD has available capacity to serve the proposed project without significant adverse impacts on area groundwater basins. Thus, the development of the project will, therefore, not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

- 23.c) *Less Than Significant Impact* – The proposed project is not anticipated to significantly change the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of extensive impervious surfaces. As stated under Issue A above, the design of the site would not result in significantly greater areas of pervious surfaces because much of the site design incorporates permeable parking areas or landscape features. Under present conditions the whole site drains towards Highway 74 and the channel that exists where the property intercepts the highway. Appendices 6a and 6b determined that future incremental flows from the project site will be captured within the biofiltration basins that will be installed as part of the WQMP. A large portion of the project site is located within the 100-year floodplain of two drainage features, and no permanent structures will be located within this floodplain. However, the remainder of the site, including the area proposed for development as shown on the project site plan, is located outside of the flood hazard zone and discharges surface runoff to the channel adjacent to Highway 74. The proposed project would not result in significant alterations to the onsite drainage as a result of the new structures and features because of the design features included on the property. Thus, the onsite drainage system will capture the incremental increase in runoff from the project site associated with project development in accordance with the Draft Water Quality Management Plan prepared for the project site and submitted for approval by the County. Onsite flows will be pretreated through discharge to the biofiltration basins. Treated surface runoff will be discharged in conformance with Riverside County requirements. The implementation of onsite drainage improvements and applicable requirements included in the Draft WQMP would further ensure that the downstream drainage system will not be altered given the control of future surface runoff from the project site; thus, the potential for the project to significantly change the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, would be controlled to a less than significant impact level.
- 23.d) *Less Than Significant Impact* – The proposed project site will be graded to a flat surface with internal drainage delivering future onsite flows to two bioretention basins and then discharged into the man-made drainage channel adjacent to Highway 74 with no increase in the volume of discharge. The project would be subject to County approval of a grading and erosion control plan per the State General Permit to Discharge Storm Water Associated with Construction Activities which requires preparation and implementation of a SWPPP to control erosion and

sedimentation. Thus, the potential for significant onsite or downstream erosion or sedimentation during construction and operation will be controlled to a less than significant impact level.

- 23.e) *Less Than Significant Impact* – The proposed project site will be graded to a flat surface with internal drainage delivering future onsite flows to two bioretention basins and then discharged into the man-made drainage channel adjacent to Highway 74 with no increase in the volume of discharge. Based on the data provided in Appendices 6a and 6b, the volume of stormwater discharge will not be substantially increased to the adjacent off-site channel. Thus, the potential for significant onsite or downstream flooding will be controlled to a less than significant impact level.
- 23.f) *Less Than Significant Impact* – The proposed project site will be graded to a flat surface with internal drainage delivering future onsite flows to two bioretention basins and then discharged into the man-made drainage channel adjacent to Highway 74 with no increase in the volume of discharge. The biofiltration basins are designed to provide capture of solid pollutants and treatment of runoff to reduce other pollutants. Based on the data provided in Appendices 6a and 6b, the volume of stormwater or pollutants discharged from the project site will not be substantially increased to the adjacent off-site channel. Thus, the potential for exceeding capacity of a downstream channel or creating substantial sources of pollution will be controlled to a less than significant impact level.
- 23.g) *No Impact* – The proposed project site will be graded to a flat surface with internal drainage delivering future onsite flows to two bioretention basins and then discharged into the man-made drainage channel adjacent to Highway 74 with no increase in the volume of discharge from the project site. There are two known floodplains on the project site, but the project permanent development will occur outside of these floodplain areas. No stormwater runoff will be redirected as it will continue to be collected onsite and discharged at the same location.
- 23.h) *No Impact* – Implementation of the project will not expose people or structures to a significant risk of inundation by seiche, tsunami, or other flood hazards. There are no dams that the proposed project would be located downstream of in the project area. The nearest body of water to the proposed project site is Lake Perris, but it is in another drainage basin. Furthermore, the project is located about 25 miles from the Pacific Ocean, and is separated by the Peninsular Range from the Ocean. Therefore, the potential to expose people or structures to a significant risk of flood hazard due to dam inundation, tsunami, or seiche would be minimal. No impacts under this issue are anticipated and no mitigation is required.
- 23.i) *No Impact* – Please refer to the discussion under issue X(b) above. The Sustainable Groundwater Management Act (SGMA) “requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge.” Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline.”¹ The project is located in an area that does not overlap with an underlying regulated groundwater basin. No adverse conflict with or obstruction of implementation of a water quality control plan or sustainable groundwater management plan will be caused by the proposed project.

Mitigation: No new mitigation is required under this issue.

Monitoring: No new monitoring is required under this issue.

¹ <https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE/PLANNING: Would the project				
24. Land Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Findings of Fact:

- 24.a) *No Impact* – Refer to the maps and aerial photos provided as Figures 1 and 2, which depict the project’s regional and site-specific location. The project site is located in a mixed-use area that appears to be developing in an unplanned manner due to local demand with a connection to Highway 74. The adjacent properties consist of commercial uses on similarly shaped parcels, long and narrow. The area includes industrial, commercial and residential uses that are connected to a former major state highway, SR74. Thus, this site would be consistent with and similar to the surrounding uses, and would be consistent with the surrounding site uses. Consequently, the development of the project site with the proposed use will not divide any established community in any manner. Therefore, no significant impacts under this issue are anticipated and no mitigation is necessary.
- 24.b) *Less Than Significant Impact* – The proposed project is designated by the County of Riverside General Plan as Community Development- Light Industrial (CD-LI) use, and has a zoning classification of Rural Residential (RR). After evaluation by the County, the only entitlement needed for this project is a CUP. There will be no General Plan Amendment or Zone Change needed for this project. Surrounding land use designations are Industrial and Business Park. Based on the comprehensive analysis in this IS/MND, the proposed project will not cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Fundamentally, the proposed project, with mitigation incorporated, can meet all of the goals and policies established by the County to avoid or mitigate all environmental issues addressed in this IS/MND, including major policy issues such as avoiding biological resource impacts and consistency with the WRMSHCP and avoidance of flood hazards, based on the design of the proposed project.

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
MINERAL RESOURCES: Would the project				
25. Mineral Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Potentially expose people or property to hazards from proposed, existing or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Figure OS-6 “Mineral Resources Area,” “Preliminary Geotechnical Interpretive Report, Proposed Commercial Development, Assessor’s Parcel Number 342-120-052, Lot Number 25 of Parcel Map Number 12/4, Located at 24803 Highway 74, City of Perris, Riverside County, California,” Earth Strata Geotechnical Services, Inc., November 4, 2021 (Appendix 4)

Findings of Fact:

- 25.a) *Less Than Significant Impact* – The statewide assessment of mineral resources prepared by the California Geological Survey, indicates that mineral deposits may exist within the project area as the proposed project is located within mineral resources zone 3 (MRZ-3), which indicates that the significance of mineral resource deposits is undetermined. The project area is, therefore, not considered to be located in an area of known mineral resources, and impacts related to known mineral resources would not occur. The analysis in Appendix 4 indicates the site is underlain by artificial fill and Quaternary young alluvial deposits without value for aggregate resources and bedrock (metasedimentary shist) at about 22-26 feet below the ground surface. These materials do not have any known mineral resource value. Thus, the proposed project would not result in the loss of a valuable known resource of the region.
- 25.b) *No Impact* – The project site presently consists of an undeveloped lot with minimal vegetation on the property. In addition, the project site is not identified as a locally-important mineral resources recovery site on any land use plan. Therefore, the project would not have a potential to result in the loss of availability of a locally-important mineral resource recovery site delineated in the County General Plan. No impacts under this issue are anticipated and no mitigation is required.
- 25.c) *No Impact* – The project site is located within an area designated as MRZ-3, which is defined as an area where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined. Even though the site may be located in a mineral resource zone indicating possible presence of minerals, the property geological survey determined no valuable mineral resources occur. There are no aggregate mining activities in the project’s general vicinity or on the project site, which is indicative that there is no potential to expose people or property to hazards from proposed, existing or abandoned quarries or mines. Thus, no impacts under this issue are anticipated and no mitigation is required.

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
NOISE: Would the project result in				
26. Airport Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Figure S-20 "Airport Locations," County of Riverside Airport Facilities Map, "Noise Impact Analysis, Boat Showroom and Storage, Perris, California, Entech Consulting Group, August 2022

Findings of Fact:

- 26.a) *No Impact* – As discussed under issue 21, above, the proposed project site May be located just within the March Air Reserve Base Land Use Compatibility Plan, Zone E. The Perris Valley Airport is the closest airport to the project site and is located approximately 2.2 miles to the east of the proposed project site. Thus, due to the distance from the Perris Valley Airport and the Zone E designation, the project would not expose people working in the project area to excessive airport noise levels. Zone E is outside the 55-CNEL contour for the Base, and requires disclosure only. There would be no significant adverse Noise impacts. Thus, no impacts under this issue are anticipated and no mitigation is required.
- 26.b) *No Impact* – There are no private airstrips located within the vicinity of the project site. With no private airstrips in the vicinity, the project would have no potential to expose people residing or working in the project area to excessive noise levels. Thus, no impacts under this issue are anticipated and no mitigation is required.

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
27. Noise Effects by the Project	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Table N-1 ("Land Use Compatibility for Community Noise Exposure"), Project Application Materials, "Noise Impact Analysis, Boat Showroom and Storage, Perris, California, Entech Consulting Group, August 2022 (Appendix 7)

Findings of Fact:

Existing Noise Regulations

Noise Element of the General Plan

The Noise Element specifies the maximum allowable exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports and railroads. In addition, the Noise Element identifies several polices to minimize the impacts of excessive noise levels throughout the community and establishes noise level requirements for all land uses. The Noise Element identifies residential use as a noise-sensitive land use (N 1.3) and discourages such new development in areas with transportation related levels of 65 dBA CNEL or greater existing ambient noise levels. Policy N 4.1 of the Noise Element sets a stationary-source exterior noise limit to 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. Commercial land use is not identified as a sensitive land use and can be developed in an area with noise levels of 70 dBA CNEL without limitation.

County Code of Ordinances

Ordinance No. 847 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.

Federal Transit Administration (FTA)

Neither the County's General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers for CEQA analysis purposes. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts, as discussed below. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive residential land use and for commercial development.

Impact Analysis

A 24-hour noise measurement was conducted (Appendix 7) and the background sound level on the property was measured to be 66 dBA Community Noise Equivalent Level (CNEL), which is an acceptable background noise level for a commercial operation like the proposed project. The dominant noise source at the site was traffic on SR74. The following impact evaluations are abstracted from Appendix 7.

- 27.a) *Less Than Significant* – As summarized in the preceding text, the proposed project, including all of its proposed activities can be conducted without causing significant adverse noise impacts at the nearest sensitive noise receptor locations (residences).

Off-site Operational Traffic Noise

Traffic generated by the operation of the Project will minimally influence the traffic noise levels in surrounding offsite areas. To quantify the off-site traffic noise increases on the surrounding off-site areas, the changes in traffic noise levels were calculated using the FHWA 108 noise model to determine the noise levels at the nearest sensitive receiver locations. Noise levels were calculated for Existing 2022 and Existing plus Project (EAP) 2023 traffic conditions. The analysis shows that the unmitigated Project-related traffic noise (Refer to Table 27-1) level do not increase under with the Project traffic scenario. Therefore, impacts are considered less than significant at land uses adjacent to the study area roadway segments.

**Table 27-1
TRAFFIC NOISE LEVELS AS A RESULT OF THE PROJECT (dBA)**

Noise Receiver	Distance to Property Line from Project Site Center	Large Bulldozer Reference Vibration Level PPV_{ref} (in/sec) at 25ft¹	Peak Vibration PPV (in/sec) at 224 ft	Below FTA Threshold (0.2 in/sec)
R-2	30 feet	0.089	0.073	Yes

¹ Reference noise level obtain from the FTA Noise and Vibration Manual, Table 7-4. (FTA, 2018)

Stationary Operational Noise

Operation of the project will generate noise from stationary sources on-site. The project will construct a 10,000 sq. ft boat showroom and storage on an approximately 4.92 -acre site.

The SoundPLAN noise prediction model was used to calculate noise levels at the noise-sensitive receptors located around the Project site. Inputs to the SoundPLAN model included ground topography and ground type, noise source locations and heights, receiver locations and sound walls. The primary non-transportation noise sources associated with the Project are HVAC equipment and on-site parking lot activities (i.e. car doors slamming, cars idling in the parking lot and parking lot circulation). Reference noise levels for these noise sources were obtained from the SoundPlan library.

The reference noise levels for various operational noise sources were utilized to calculate the predicted operational source noise levels at residential receiving properties, R1 through R3. The combined daytime Project operational noise levels at receivers R1 through R3 range from 25 to 31 dBA Leq, as shown in Figure 27-1. Therefore, operational noise levels associated with the Project will satisfy the County’s and City of Perris Municipal Code exterior noise level standards of 55 dBA Lmax or daytime very low density residential land uses and 55 dBA Lmax for nighttime very low residential land uses.

Results from SoundPlan indicated that project noise levels would not exceed noise level limits listed in Section 7.34 of the County of Riverside Municipal Code. In addition, project noise levels for each of the onsite noise generating activities were combined with the existing ambient noise level to obtain a maximum noise level from the project at each of the sensitive receivers identified around the project site. At all sensitive receivers identified around the project site, the increases in operational noise levels from the project did not exceed allowable threshold levels as shown on Figure 27-1. Therefore, stationary operational noise levels at the project’s property boundary are less than significant.

Mobile Source Construction Noise

Although the construction schedule has not been developed for the project, it is anticipated construction activities involving stationary and mobile equipment will occur longer than 10 days. A worst-case scenario was developed to predict the maximum noise level based on typical mobile equipment usage during the construction of a convenience store with gas pumps and a car wash facility. Based on the maximum noise levels of mobile construction equipment published by the Federal Highway Administration, it was determined that the site preparation phase, which includes clearing, excavation and grading of the site, would generate the highest construction noise levels because it involves operating the noisiest construction equipment (i.e.) earthmoving equipment. Earthmoving equipment includes excavating machinery such as backhoes, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three

or four minutes at lower power settings. Most earth moving equipment will reach 85 dBA Lmax at a distance of 50 feet. A worse-case scenario was developed based on three pieces of grading equipment (a dozer, a grader, and a backhoe) operating simultaneous at 40% of the time at an average distance of 180 feet measured from the center of the project site to the closest project site boundary. The highest noise level that would be experienced at the property boundary is 79 dBA Lmax. Construction would only operate within daytime construction hours (6:00 am to 6:00 pm June-September and 7:00 am to 6:00 pm October-May). The County does not have noise limits for daytime construction, but often relies upon the NIOSH threshold of 85 dBA Leq 8 hour standard. Thus, even though the County considers daytime construction exempt from the noise ordinance as long as construction operations occur within these daytime hours, the fact that the project construction noise does not exceed 79 dBA Leq at the project boundary further verifies that construction activity impacts onsite will not cause significant adverse noise impacts.. Therefore, limiting the construction hours to daytime hours between 7:00am to 6:00pm on weekdays only, Monday through Friday, is only one indicator that this impact will be less than significant.

Stationary Source Construction Noise

Stationary equipment is expected to be used at the project site during the architectural coating phase of construction. It is anticipated that an ultra-quiet air compressor would be required for painting buildings and structures on site as well as striping on the pavement. For this piece of equipment, the highest noise level that would be experienced at the property boundary is 72 dBA Lmax. The County does not have noise limits for daytime construction and considers daytime construction exempt from the noise ordinance as long as construction operation is within these daytime hours. Therefore, limiting the construction hours to daytime hours between 6-7:00 a.m. to 6:00 p.m. will reduce this impact to less than significant. During the architectural coating phase of construction, the contractor shall utilize an ultra-quiet air compressor with a Lmax noise level no more than 65 dBA. (Referenced as mitigation measure MM-5).

- 27.b) *Less Than Significant Impact* – Vibration impacts are generally associated with activities such as train operations, heavy construction equipment, and heavy truck movements. The operation of the project does not contain sources that would generate noticeable vibration, therefore, the vibration perception threshold of 0.2 in/sec during operation of the project will be less than significant.

Vibration impacts from construction were assessed by selecting the maximum reference vibration levels provided by the FTA during grading activities. A large bulldozer represents the peak source of vibration with a reference level of 0.089 in/sec at a distance of 30 feet. Vibration was evaluated at the project's closest property boundary to land uses, which would occur near the residential land uses east of the project site. It was estimated that construction vibration levels would approach 0.073 in/sec. Using the construction vibration assessment annoyance criteria provided by the FTA, the construction of the project will not result in vibration impacts at the project's property boundary. Moreover, construction at the Project site will be restricted to daytime hours (6-7:00 am to 7:00 pm on weekdays only Monday through Friday), thereby eliminating potential vibration impact during the sensitive nighttime hours. Therefore, construction vibration impacts at the project's property boundary are less than significant.

Mitigation:

- NOI-1** *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 7:00 a.m. and 8:00 p.m. on weekdays only, Monday through Friday. Construction is prohibited on weekends and holidays.*

- NOI-2** *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 receivers nearest the Project site.*
- NOI-3** *The construction contractor shall locate equipment staging in areas that will create a minimum distance of 200 feet between construction- related noise sources and noise-sensitive receivers nearest the Project site (i.e., the center of the site) during all Project construction. If construction occurs within 50 feet residential locations, temporary noise barriers should be erected.*
- NOI-4** *The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. and 8:00 p.m. on weekdays. Construction is prohibited on weekends and holidays).*
- NOI-5** *The construction contractor shall utilize an ultra-quiet air compressor with a Lmax noise level to no more than 65 dBA.*

Monitoring: Monitoring will be conducted during inspections to verify the five (5) measures are being implemented during project construction activities. Inspection notes shall be created and retained in the project file to verify compliance with the mitigation measures.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
PALEONTOLOGICAL RESOURCES: Would the project				
28. Paleontological Resources:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Directly or indirectly destroy a unique paleontological resources, or site, or unique geologic feature?				

Source(s): Riverside County General Plan Figure OS-8 "Paleontological Sensitivity," Paleontological Resource Impact Mitigation Program ("PRIMP") Report, "Paleontological Assessment for the Boat Showroom & Storage Project CUP220001, Riverside County, California," Brian F. Smith and Associates, Inc., November 3, 2021 (Appendix 8).

Findings of Fact:

28.a) *Less Than Significant With Mitigation Incorporated* – Research has indicated the existence of Holocene and late Pleistocene-aged sandy, young axial channel deposits mapped across the project site, and the paleontological locality search did not indicate the presence of any known fossil localities nearby. Monitoring from the surface is not recommended; however, deeper deposits may be sufficiently old enough to yield the fossilized remains Pleistocene vertebrates. The occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene older alluvial fan sediments across the Inland Empire of western Riverside County is well documented. These Pleistocene older alluvial fan sediments are typically assigned a "High" paleontological sensitivity rating for yielding paleontological resources. Therefore, part-time monitoring of undisturbed deposits at the project is recommended starting at four feet below the surface, on an as-needed basis. Monitoring of disturbed or fill materials and metamorphic rocks, if encountered, is not recommended.

Monitoring during ground-disturbing activities below four feet, such as grading or trenching, by a qualified paleontologist is recommended to ensure that if paleontological resources (i.e., fossils) are present, they will be handled in a timely and proper manner. A Paleontological

Resource Impact Mitigation Program (PRIMP) is recommended for the project if proposed earth disturbance activities approach four feet in deep or more, with mitigation measures addressing paleontological resources. The PRIMP will ensure that any paleontological resources discovered during the construction grading are treated in accordance with county guidelines and CEQA requirements.

Mitigation:

PALEO-1 During all ground disturbing activities, a paleontological monitor shall conduct monitoring of site ground disturbance in accordance with a PRIMP approved by the County. .

Monitoring: Monitoring and reporting shall be conducted by a qualified Paleontologist in coordination with the County Geologist.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING: Would the project				
29. Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Findings of Fact:

- 29.a) *Less Than Significant Impact* – During construction it is forecast that a maximum of 10 employees will be on site for few months. An estimated 10 permanent jobs could be created at the Boat Showroom and Storage facility, but many of these will be transferred from the existing operation. A relatively minor number of new employees may need additional housing. Given the small number of permanent employees, the proposed project is not forecast to induce substantial unplanned population growth directly or indirectly as no infrastructure will need to be extended to this site. Impact under this issue will be less than significant.
- 29.b) *No Impact* – The project site does not contain any residences; therefore, the proposed project has no potential to displace a substantial number of existing residences if developed as proposed. No mitigation is required.
- 29.c) *Less Than Significant Impact* – The proposed project may generate a few new employees that could create a demand for affordable housing. However, the number of such employees is small and is not forecast to create a significant demand for affordable housing. No mitigation is required.

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
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:				
30. Fire Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Safety Element

Findings of Fact:

30.a) *Less Than Significant Impact* – The project area is served by the Riverside County Fire Department. The proposed project is closest to the Steele Peak Fire Station located approximately one mile west of the project site. Thus, the project site can be adequately served by fire services under existing conditions. The implementation of the proposed project will convert the site from an undeveloped condition with ruderal vegetation to a fully developed site, with substantial open space underlain by pavement and compacted decomposed granite. There will be one major structure onsite subject to potential structural fire. However, the new structure will be constructed to meet current fire protection standards and be provided with adequate fire flow in the case of a fire. In addition, the project must comply with County Ordinance No. 659 (payment of development impact fees) to prevent potential cumulative effects to fire service from rising to a level of significance. This is a standard Condition of Approval and pursuant to CEQA, it is not considered mitigation. Thus, the potential impact to fire services is considered to be a less than significant impact.

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
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:				
31. Sheriff Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan

Findings of Fact:

31.a) *Less Than Significant Impact* – The project area is served by the Riverside County Sheriff's Department from the Perris Sheriff's Station located at 137 N. Perris Blvd. Under current conditions the project is adequately served by law enforcement services. By developing the

proposed commercial boat sales, service and storage facility at the project site, the proposed project has a potential to increase demand for law enforcement services relative to the existing undeveloped site. However, the types of activities proposed at the project site are not of the type that would normally create a substantial increase in demand for law enforcement services. In addition, the project must comply with County Ordinance No. 659 that will minimize any potential increase in cumulative demand for Sheriff's services through payment of development impact fees from rising to a level of significance. Since this requirement is a standard condition of approval and not mitigation, no mitigation measure is required to be imposed on the project, and the potential impact to such law enforcement services is considered to be a less than significant impact. Thus, impacts to such services is considered a less than significant impact.

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
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:				
32. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): School District correspondence, GIS database

Findings of Fact:

31.a) *Less Than Significant Impact* – The project area is served by the Perris Union High School District and the Perris Elementary School District. Because no housing is proposed, the proposed project will not generate any direct demand for school capacity. The project may indirectly generate students due to a local increase in population from a few new employees. It is assumed that this indirect impact will be offset by the developer through payment of school impact fees for commercial development facilities and activities that will result from approval of the project entitlements. Since this requirement is a mandatory fee, the potential impact to such services is considered to be a less than significant impact. Specific fees to be paid will depend upon the amount of the fee at the time of actual consideration of the proposed project entitlements at the County.

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
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:				
33. Libraries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan

Findings of Fact:

33.a) *Less Than Significant Impact* – The project area is served by the Riverside County and City of Perris library resources. The proposed project may indirectly generate demand due to a local increase in population from a few potential new employees. It is assumed that this indirect impact will be offset by the developer through payment of DIF fees for the new structures and activities that will result from approval of the project entitlements. Since this requirement is a mandatory fee, the potential impact to such services is considered to be a less than significant impact. Specific fees to be paid will depend upon the amount of the fee at the time of actual consideration of the proposed project entitlements at the County.

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
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:				
34. Health Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan

Findings of Fact:

34.a) *Less Than Significant Impact* – Health services are provided by the County, the City and private health care providers. The nearest hospital appears to be Valley Plaza Doctor’s Hospital located about five miles northeast of the project site near the intersection of Orange Avenue and Perris Boulevard. The proposed project does not place any direct demand on such services, with the exception of an accident that could occur during construction or at the Boat Facility during operation. No significant adverse impact on demand for health services is forecast to result from implementing the proposed project.

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
RECREATION				
35. Parks and Recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project be 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): 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

Findings of Fact:

- 35.a) *No Impact* – There are no parks or recreation areas within the project area and the proposed project does not include any park-type recreational facilities. Due to the relocation of this business locally, the proposed project is not forecast to generate many new employees, thus, the proposed project will not contribute directly or indirectly to demand for the use of existing publicly maintained and operated parks which might experience substantial adverse environmental impacts. No adverse impact is forecast to occur to such facilities.
- 35.b) *No Impact* – There are no parks or recreation areas within the project area that could experience substantial physical deterioration as a result of project implementation. No adverse impact is forecast to occur to such facilities.
- 35.c) *No Impact* - The project site is not located within a County Service Area. Thus, it is not located within a park district with Community Parks and Recreation Plan fees. Therefore, no adverse effect on such a district will result from project implementation.

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
36. Recreational Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Would the project include the construction or expansion of a trail system?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Figure C-7 Trails and Bikeway System

Findings of Fact:

36.a) *No Impact* – There are no bicycle trails within the project area along SR74, and the proposed project does not include any construction or expansion of any such trails on the adjacent SR74.

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
TRANSPORTATION / TRAFFIC: Would the project				
37. Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric 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"/>
d) 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"/>
e) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Project Application Materials, Riverside County General Plan, "Traffic Scoping Agreement," K2 Traffic Engineering, Inc., December 15, 2021 (Appendix 9)

Findings of Fact:

37.a) *Less Than Significant Impact* – The proposed project, Boat Showroom and Storage Facility, is a business operation relocation from the local community, 681 East San Jacinto Avenue. To assess the volume of traffic, a 24-hour tube count for Average Daily Traffic was conducted at the existing location. Based on the ADT count, the existing site generates 28 trips in the AM peak hour, 25 trips in the PM peak hour, and 191 daily trips, as shown in Table 1 of Appendix 9. According to the County's transportation analysis guidelines, projects generating less than 100 peak hour trips are exempt from a detailed Level of Service analysis. Potential impacts under this topic are considered less than significant. Also, with the level of proposed project traffic activities at this facility, it would not cause a significant conflict with the adjacent roadway and circulation system.

37.b) *Less Than Significant Impact* – For the purpose of Senate Bill (SB) 743 and California Environmental Quality Act (CEQA) compliance, a Vehicle Miles Traveled (VMT) analysis should be conducted for land use projects that have the potential to increase the average VMT per service population. The County of Riverside has provided a number of screening criteria in its Guidelines to eliminate the requirement for conducting a VMT analysis. Local serving projects generally reduce travel by providing a more proximate location to travel to. The proposed boat sales and storage facility is naturally characterized to serve the local community. With a gross floor area of 10,000 square feet, the proposed development should be identified as a local-serving retail project of less than 50,000 square feet, meeting the County's screening criteria.

Therefore, the project is presumed to have a less than significant impact and a VMT analysis is not required. Potential VMT impacts are less than significant.

- 37.c) *Less Than Significant Impact* – The proposed project will not make any modifications to SR74, the adjacent highway providing access to the proposed facility. No significant increase in hazard impacts are forecast, and no mitigation is proposed.
- 37.d) *Less Than Significant Impact* – The proposed project access is located on State Route 74, a State Highway between the City of Perris and City of Lake Elsinore. The addition of the estimated 191 daily trips on this roadway is a minor overall increase in traffic and should have a less than significant impact on maintenance requirements on this roadway.
- 37.e) *Less Than Significant With Mitigation Incorporation* – The proposed project does not include any project-related major construction activities within the SR74 right-of-way. The project’s construction activity is located to the west of the Highway and a right turn lane into the property provides access; therefore, the potential for adverse effect on the local circulation system is forecast to be less than significant. See mitigation measure **TRAF-1** below.
- 37.f) *Less Than Significant With Mitigation Incorporated* – Although construction of the proposed project is not forecast to affect access to other parcels, an emergency on the project site during construction could be difficult to access during this situation. Therefore, mitigation shall be implemented that will require the developer and contractor to prepare and submit a traffic management plan (**TRAF-1**) that can ensure access is available to the site during construction. With implementation of this measure, impacts under this issue can be reduced to a less than significant impact level. If construction is completed prior to initiation of onsite construction, measure TRAF-1 need only be implemented based on the County’s assessment of the construction circumstances

Mitigation:

TRAF-1 *The developer/contractor shall prepare and submit a traffic management plan for approval by the County and State that shall be implemented to ensure emergency access is available to the site during construction.*

Monitoring: Monitoring shall consist of retaining a copy of the approved traffic management plan in the project file and County inspections during construction to verify the plan is being implemented during construction.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
38. Bike Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Would the project include the construction or expansion of a bike system or bike lanes?				

Source(s): Riverside County General Plan, Figure C-7 Trails and Bikeway System

Findings of Fact:

- 38.a) *Less Than Significant Impact* – There is no bike trail identified along SR74. Therefore, no construction or of a bike lane can occur.

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
TRIBAL CULTURAL RESOURCES: 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:				
39. Tribal Cultural Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): County Archaeologist, AB52 Tribal Consultation

Findings of Fact:

Changes in the California Environmental Quality Act, effective July 2015, require that the County address a new category of cultural resources – tribal cultural resources – not previously included within the law’s purview. Tribal Cultural Resources (TCR) are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on March 23, 2022 .

No response was received from Ramona Band of Cahuilla Indians, Soboba Band of Mission Indians, Cahuilla Band of Indians, Colorado River Indian Tribe, Santa Rosa Band of Indians. The Pala Band of Mission Indians declined consultation. The Quechan Indian Nation responded on March 23, 2022, stating, *“this email is to inform you that we have no comments on this project. We defer to the more local Tribes and support their decisions on the projects”*.

Consultation was requested by the Agua Caliente Band of Cahuilla Indians, Pechanga Cultural Resources Department and the Rincon Band of Luiseño Indians.

The Pechanga Tribe requested to consult in an emailed letter dated April 07, 2022, which stated, *“The Pechanga Tribe asserts that the Undertaking is a part of ‘Atáaxum (Luiseño) territory, and therefore the Tribe’s aboriginal territory as evidenced by the existence of cultural features associated with religious practice and an extensive artifact record in the vicinity of the Project. This culturally sensitive area is*

affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as our extensive history with the County and other projects within the area”.

Project documents were provided to the tribe on May 20, 2022, and a meeting was held on May 11, 2022 in which this project was discussed. The tribe again discussed the cultural sensitivity of the project area and requested that a Native American monitor be present during grading activities so that if any unanticipated tribal resources are identified they will be handled in an appropriate manner. In addition, Pechanga asked that an area be set aside for potential use for reburial of any artifacts that may be identified during the grading process. This was agreed to by Planning and a condition of approval was placed on the project. Consultation was concluded by Planning on July 26, 2022.

The Agua Caliente Band of Cahuilla Indians responded in an emailed letter dated April 18, 2022 which stated, *“the project was within the Tribe’s Traditional Use Area and a request was made for a cultural resources inventory of the project area by a qualified archaeologist, a copy of the records search with associated survey reports and site records from the information center. *Copies of any cultural resource documentation (report and site records) generated in connection with this project”.*

Project documents were provided to the tribe on May 20, 2022. Consultation was concluded by Agua Caliente on June 17, 2022 in an emailed letter. The letter stated the following: *“At this time the concerns of the ACBCI THPO have been addressed and proper mitigation measures have been proposed to ensure the protection of tribal cultural resources. This letter shall conclude our AB52 consultation efforts.*

The Rincon Band requested consultation in an emailed letter dated April 26, 2022, which requested *“consultation to assess potential impacts to cultural resources. The identified location is within the Traditional Use Area (TUA) of the Luiseño people and within the Rincon Band’s specific Area of Historic Interest (AHI). As such, the Rincon Band is traditionally and culturally affiliated to the project area“.*

Project documents were provided to the tribe on May 20, 2022. Rincon concluded consultation on June 22, 2022 in an email that stated: *“Thank you for providing the CRA and COA for the above mentioned project. The THPO reviewed the provided documents and we are in agreement with the measures, which include archaeological and tribal monitoring, a monitoring report, and protocols for discovery of cultural material and human remains. We understand that other Tribes potentially have knowledge particular to this project site and may request additional measures. Please note that the Rincon Band supports all efforts to completely avoid cultural resources as preferred mitigation. We have no further comments regarding this project and can conclude consultation at this time.*

The project will be required to adhere to State Health and Safety Code Section 7050.5 in the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. This is State Law and a standard condition of approval and is not considered a mitigation measure for the purposes of this project.

CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during Project construction. Therefore, a condition of approval that dictates the procedures to be followed should any unanticipated cultural resources be identified during ground disturbing activities has been placed on this project. This is a standard condition of approval and is not considered a mitigation measure for the purposes of this project.

Although no specific TCR were identified, the consulting tribes expressed concerns that the project has the potential for as yet unidentified subsurface tribal cultural resources. The tribes request that a Native

American monitor be present during ground disturbing activities so any unanticipated finds will be handled in a timely and culturally appropriate manner.

Based on information provided by the consulting tribes, to mitigate potential impacts to as yet unidentified Tribal Cultural Resources, this project will require a Native American Monitor to be present during ground disturbing activities.

Based on information provided by the consulting tribes this project will require a Native American Monitor to be present during ground disturbing activities. (TCR 1) In addition, the bedrock milling features will be relocated to an area that will not be disturbed in the future (TCR 2). The project will also be required to adhere to State Health and Safety Code Section 7050.5 in the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. (TCR-3)

CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during Project construction. Therefore, a condition of approval (TCR-3) that dictates the procedures to be followed should any unanticipated cultural resources be identified during ground disturbing activities has been placed on this project. (TCR-4)

With the inclusion of these mitigation measures impacts will be reduced to less than significant levels.

Mitigation:

TCR 1 Native American Monitoring

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.

In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, the Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.

This agreement shall not modify any condition of approval or mitigation measure

Monitoring: Native American Monitoring will be conducted by a representative from the consulting tribe(s).

TCR 2 Resource relocation and reburial area ***Prior to issuance of grading permits: the developer/ applicant shall provide evidence to the Riverside County Planning Department that an Environmental Constraints Sheet has been included in the Grading Plans. This sheet shall indicate an area to be used for relocation of the bedrock milling features that cannot be avoided by this project. A permanent space within this area will be predetermined and designated on a confidential map for reburial of any artifacts that will be impacted and/or discovered during grading.***

TCR 3 If Human Remains Found

In the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made

TCR 4 Unanticipated Resources

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

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

*All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.*

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

** A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.*

Monitoring: Monitoring shall be conducted by the Project Archaeologist, and Native American Monitor(s).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITY AND SERVICE SYSTEMS: Would the project				
40. Water	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): Project Application Materials, Service Provider. EMWD "Urban Water Management Plan," 2021

Findings of Fact:

48.a-b) *Less Than Significant with Mitigation Incorporated* – The project site is currently served by Eastern Municipal Water District with water available in the SR74 right-of-way; therefore, a new water lateral will need to be constructed to serve the project site. The proposed project is forecast to create a demand for up to 1,000 gallons of water per day at buildout. This includes both the proposed land use and the site landscaping. According to EMWD, this volume of water supply is available and the demand will be primarily supplied by imported water, supplemented by local groundwater resources. A review of the EMWD 2020 Urban Water Management Plan

(2021) documents the water availability for this project and the whole EMWD service area, when the water shortage contingency plan and demand management measure are taken into account. Based on these substantiating data, provision of domestic water supply can be accomplished without causing significant impacts to the existing water system or existing entitlements.

Mitigation:

- UTIL-1** *Native and ornamental drought resistant plants shall be used in the landscaping and no invasive plant species listed in Table 6-2 of the MSHCP shall be planted within the landscaped areas.*
- UTIL-2** *The project landscape areas shall be plumbed with purple pipe. If and when reclaimed water becomes available at the project site, the site landscape shall be watered with reclaimed water.*
- UTIL-3** *Low water consuming plumbing fixtures (toilets, etc.) shall be installed in the project building.*

Monitoring: The County shall verify that the landscape plants are considered to be drought resistant or low water consuming vegetation and that they are installed as shown on the plan. The County shall verify that purple pipe is installed to support the site landscaping and shall require the property owner to notify the County when recycled water is made available from EMWD at the project site. County inspectors shall verify that plumbing fixtures meet the standard as low water consuming fixtures when they are installed in individual buildings.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
41. Sewer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Department of Environmental Health Review, Service Provider

Findings of Fact:

41.a-b) *No Impact* – The project site proposes to install a subsurface septic tank/leach line system on the project site. Therefore, the proposed project will not connect to EMWD regional collection and treatment system. No adverse impact is forecast to occur to any wastewater collection or treatment system.

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
42. Solid Waste	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Riverside County Waste Management District correspondence

Findings of Fact:

42.a-b) *Less Than Significant Impact* – The project site is located about 10 miles from two of the County's regional municipal landfills, El Sobrante and Badland's disposal site. Badland's disposal site is located at 31125 Ironwood Ave, Moreno Valley 92373. According to the State of California's Solid Waste Information System, the landfill is active and permitted with a Projected closure date of January 1, 2042. The site is currently permitted to a capacity of 34,400,000 cubic yards with a remaining capacity of 15,748,799 cubic yards and permitted throughput of 4,800 tons per day.²

El Sobrante Sanitary Landfill is located at 10910 Dawson Canyon Road east of Interstate 15 in the Gavilan Hills. According to the State of California's Solid Waste Information System, the landfill is active and permitted with a projected closure date of January 1, 2051. The site is currently permitted to a capacity of 209,910,000 cubic yards with a remaining capacity of 143,977,170 cubic yards and permitted throughput of 16,054 tons per day.

The County evaluates solid waste generation based on a per capita generation rate. Therefore, a review of solid waste generation rates published by CalRecycle was performed to obtain a reasonable rate of waste generation for the larger special events. After reviewing generation rates, an average 10 lbs/person per day will be used as a reasonable waste generation rate. Based on a maximum of 10 support staff and customers (assume 50 per day), the aggregate volume of waste for the facility's operation of waste would be about 600 lbs per day, or about 220,000 lbs per year, or about 110 tons per year. Assuming 50 percent diversion, the proposed project would generate about 55 cubic yards annually. One five cubic yard bin would be sufficient to handle the solid waste generated by the proposed facility. There is adequate capacity at the area landfills to accommodate the solid waste generated by the proposed project, and the project will comply with all laws and regulations in managing solid waste.

Mitigation: No additional mitigation is required.

Monitoring: No monitoring is required.

² <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
43. Utilities				
Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?				
a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Project Application Materials, Utility Service Providers

Findings of Fact:

43.a) *Less Than Significant Impact* – The proposed project will consume electricity. A daily and annual electricity consumption rate for the total 10,000 square foot facility has been calculated. The total estimated daily electricity consumption has been estimated at 250 kilowatts, a less than significant contribution to cumulative demand.

Mitigation: No mitigation required.

Monitoring: None monitoring required.

Impact Analysis:

43.b) *No Impact* – The proposed project will not be connected to the natural gas distribution system. Therefore, no requirement to install additional natural gas infrastructure will result from implementing the proposed project.

Mitigation: No mitigation required.

Monitoring: No monitoring required.

Impact Analysis:

43.c) *Less Than Significant Impact* – The communication system is already provided to the site by Verizon. Verizon is a private company that provides connection to the communication system on an as needed basis. No expansion of facilities will be necessary to connect the project to the communication system.

Mitigation: No mitigation required.

Monitoring: No monitoring required.

Impact Analysis:

43.d) *Less Than Significant Impact* – New street lights will be installed by the proposed project and all onsite lighting will comply with County Ordinance No. 655.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Impact Analysis:

43.e) *Less Than Significant Impact* – The project will not add any new roads or circulation system improvements to the County’s circulation system. Ongoing maintenance costs will be covered by annual property taxes of the proposed project and the future maintenance of public facilities will not cause significant adverse environmental impacts in the future.

Mitigation: No additional mitigation is required.

Monitoring: No additional monitoring is required.

Impact Analysis:

43.f) *Less Than Significant Impact* – No demand for any other specific governmental services has been identified. However, as is the case with all commercial facilities, there may be random demand for emergency services or inspections by fire personnel in the future. No follow-on construction or permanent demand for any other governmental services has been identified.

Mitigation: No mitigation required.

Monitoring: No monitoring required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
WILDFIRE				
44. Wildfire Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Figure S-11 “Wildfire Susceptibility”, GIS database, Project Application Materials

Findings of Fact:

- 44.a) *Less Than Significant Impact* – Primary access to the project site is from the I-215 or I-15 freeways and then along SR74. Based on the estimated maximum number of trips during operations, based on measuring ADT at the existing facility (191 trips ADT), the potential impact on access, including emergency access or an emergency response plan, is considered to be a less than significant impact. This is because the only proposed disturbance in the roadway will be connecting the site access water line to the facilities in the State Highway. This minimal overall impact has a less than significant potential to interfere with emergency access or egress.
- 44.b) *Less Than Significant Impact* – The project site sits on relatively level alluvial fan and is surrounded by development on three sides (north, south and east) and is not located within a high wildfire hazard area due to lack of fuel load. Refer to Figure 3, the aerial photo of the site. The project area is located in a moderate fire hazard zone and not within an area of high and very high wildfire hazard areas. Refer to attached Figure 44-1 of the local Cal Fire hazards map. Based on these site-specific factors, the project site would be exposed to less than significant direct pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- 44.c) *Less Than Significant Impact* – The proposed project does not propose any new infrastructure in the project area that could exacerbate fire risk or that could make temporary or permanent modifications to the environment that would require ongoing maintenance offsite. This includes no propane or other bottled gas system on the site. Therefore, the proposed project will have a less than significant potential to cause any adverse impacts from constructing such infrastructure facilities.
- 44.d) *Less Than Significant Impact* – The proposed project does not create any new hazard risk in the project area. There are no “downslope or downstream areas to be flooded or exposed to a landslide caused by the proposed project and no drainage system changes. Therefore, the proposed project will have no potential to cause any adverse impacts from post fire hazards in the project area.
- 44.e) *Less Than Significant Impact* – The proposed project does not contain any facilities or activities that would contribute to a significant risk of human loss or injury involving wildfire. Refer to Figure 3, the aerial photo of the site, and Sheet 1 of the engineering drawings for the project. The project area is located in a hazard zone of moderate wildfire hazard with no immediate surrounding areas of high and very high hazards. However, based on the clear areas or limited vegetation loaded areas surrounding the project development area, the project site is exposed to a less than significant risk of loss, injury or death from wildfire impacts.

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
--	--------------------------------	--	------------------------------	-----------

MANDATORY FINDINGS OF SIGNIFICANCE				
45. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): Staff Review, Project Application Materials

Findings of Fact:

Implementation of the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. However, contingency mitigation is required to ensure that future circumstances do not result in significant adverse biology environmental impacts.

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

MANDATORY FINDINGS OF SIGNIFICANCE				
46. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): Staff Review, Project Application Materials

Findings of Fact:

The proposed project has identified several environment issues with a potential for cumulative impacts that will require mitigation. These issues include: air quality, geology & soils, hazards, hydrology and water quality, noise, paleontology, transportation, and water use. The project area is not experiencing substantial growth that would generate major cumulative impacts as evaluated in each of the individual environmental issues. Further, mitigation measures will be imposed to reduce the project's potential cumulatively significant impacts to a less than significant impact level.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE				
47. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): Staff Review, Project Application Materials

Findings of Fact:

The proposed project has identified several environment issues with a potential for to harm humans that will require mitigation. These issues include: air quality, geology and soils, hazards, hydrology and water quality, noise, and transportation. Mitigation measures will be imposed to reduce potential significant impacts on human beings to a less than significant impact level.

VI. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any:

Location Where Earlier Analyses, if used, are available for review:

Location: County of Riverside Planning Department
 4080 Lemon Street 12th Floor
 Riverside, CA 92

FIGURES

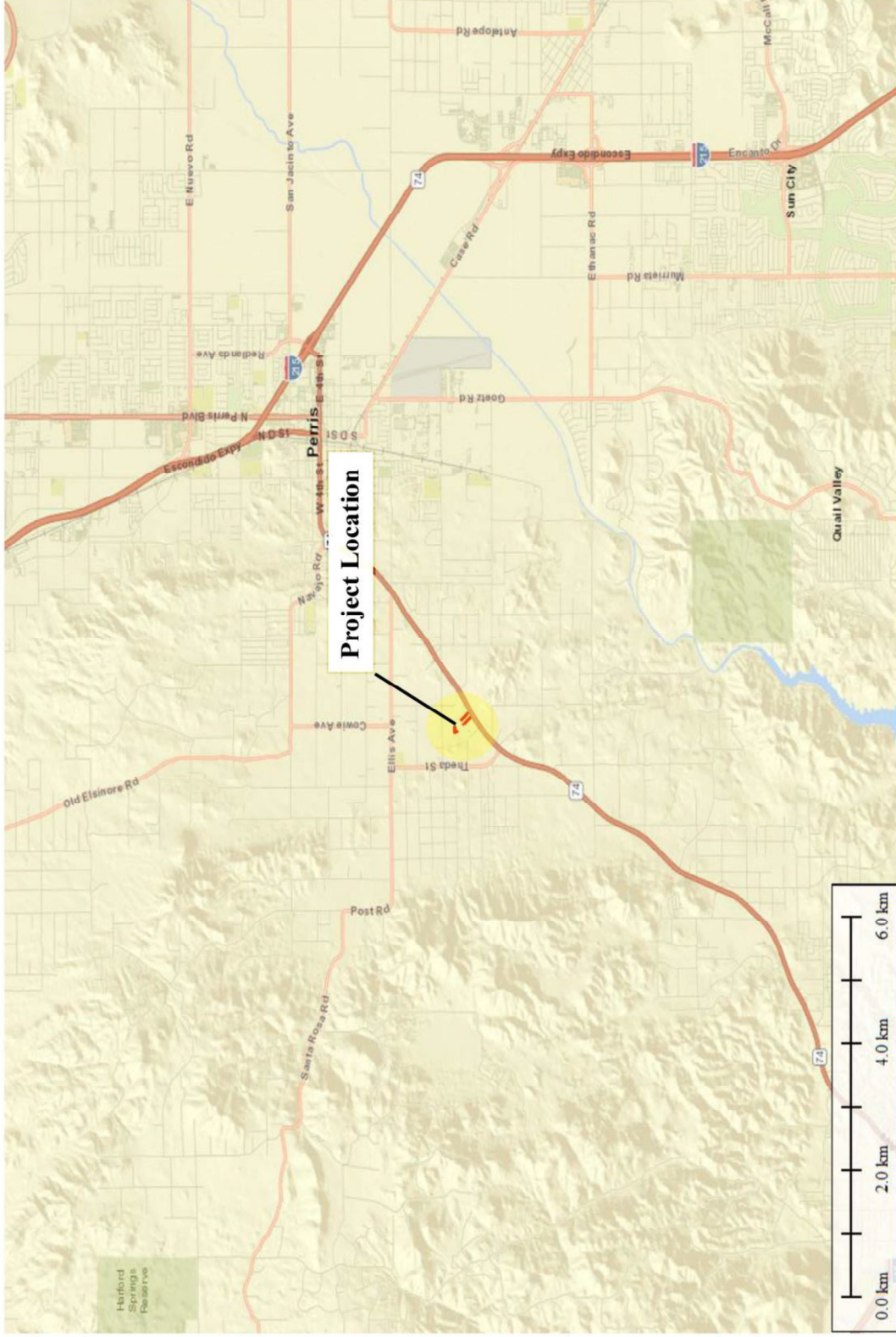


Figure 2

Vicinity Map
 APN 342-120-052
 Riverside County, California

Legend

 Project Site Boundary



 Hernandez
 Environmental
 Services

SOURCE: General Biological Assessment & WRCM SHCP prepared by Hernandez Environmental Services dated May 2022

FIGURE 1

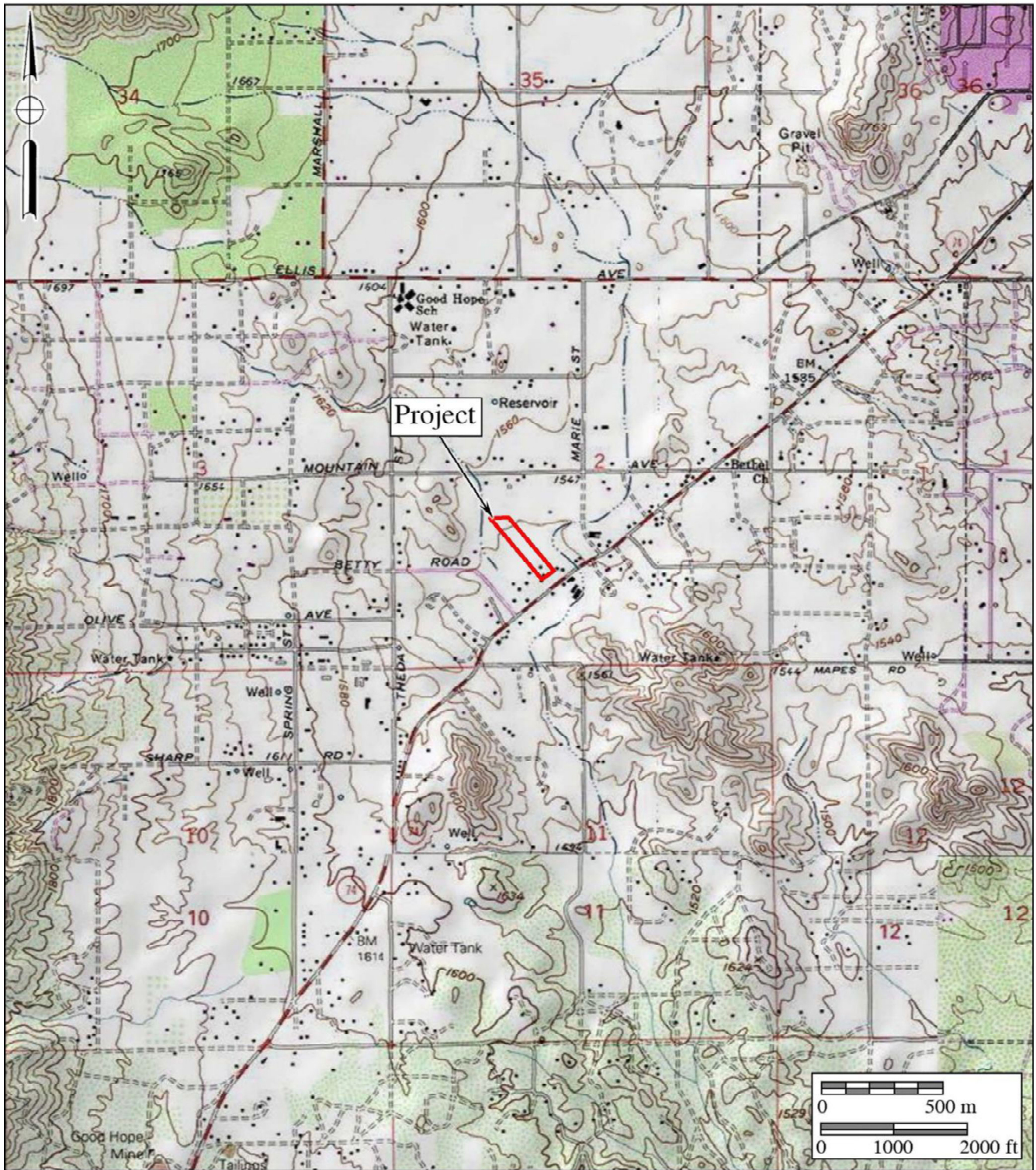


Figure 2.0–2
Project Location Map

The Boat Showroom & Storage Project

USGS Steele Peak, Lake Elsinore, Perris, and Romoland Quadrangles (7.5-minute series)



SOURCE: Phase I Cultural Resources Assessment prepared by Brian F. Smith & Associates, June 2022


FIGURE 2



Figure 3

Project Plans
 APN 342-120-052
 Riverside County, California

Legend

 Project Site Boundary



SOURCE: General Biological Assessment & WRCMShCP prepared by Hernandez Environmental Services dated May 2022

FIGURE 3

Tom Dodson & Associates
 Environmental Consultants

Aerial Photo

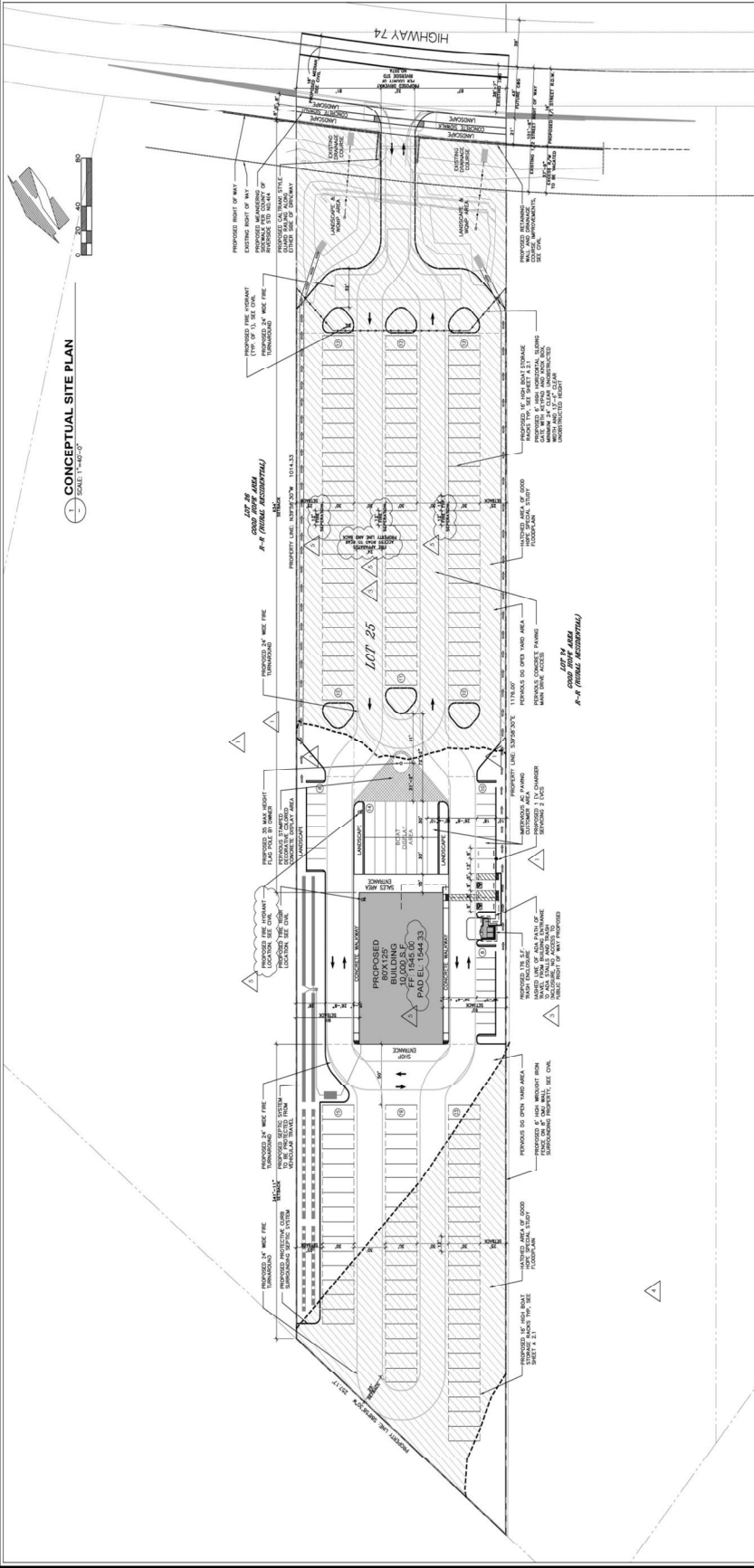
EMPIRE DESIGN GROUP
 2111 BAYVIEW BL.
 SUITE 100
 SAN FRANCISCO, CA 94134
 (415) 774-1111
 FAX (415) 774-1112
 E: INFO@EMPIREDG.COM

INLAND BOAT SERVICES

CUP220001
 APN: 342-120-052
 24803 HIGHWAY 74
 PERRIS, CA 92530

PROJECT NO. 2020-001
 DATE: DECEMBER 8, 2021
 PROJECT NAME: EDCUP220001
 SHEET NO. 1 OF 1
 SHEET TITLE: CONCEPTUAL SITE PLAN

CONCEPTUAL SITE PLAN
 AS 1.0



VICINITY MAP

SITE NOT TO SCALE

OWNER / APPLICANT
 MARK ZEMAN SERVICES
 10000 S. GARDEN AVENUE
 PERRIS, CA 92502
 PHONE: 951.798.4182

ARCHITECT / EXHIBIT PREPARER
 EMPIRE DESIGN GROUP, INC.
 2111 BAYVIEW BL., SUITE 100
 SAN FRANCISCO, CA 94134
 PHONE: 415.774.1111
 E-MAIL: INFO@EMPIREDG.COM
 CONTRACT: GSC2021001.ARCHITECT

LEGAL DESCRIPTION: 4.73 ACRES S41/40 LOT 25 & 26 AND 0.13096 ACRES S41/40 ACRES ADD 2, PERRIS, CALIFORNIA COUNTY UNINCORPORATED AREA (S41/40)

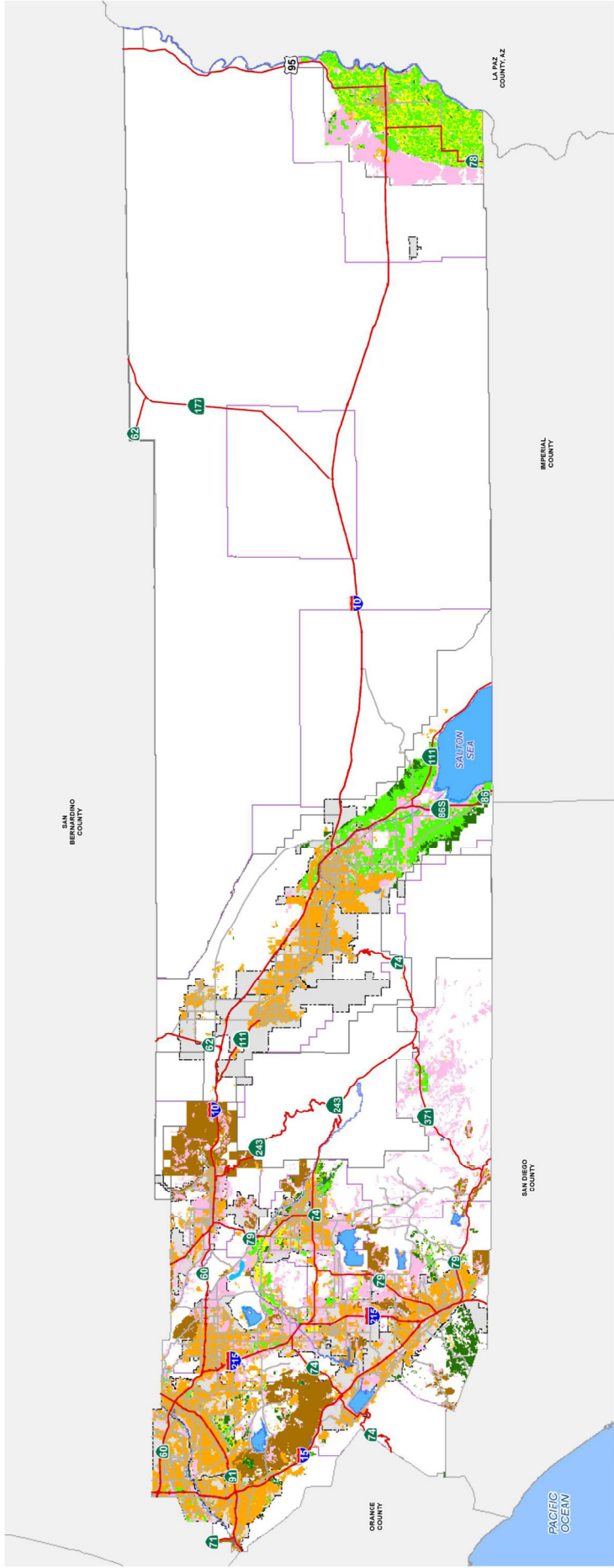
AREA PLAN: ROAD VALLEY
LAND USE / GENERAL PLAN: BOSTING, RECREATION, LOW DENSITY RESIDENTIAL (R-1), R-1 (RESIDENTIAL)
ZONE: BOSTING, RECREATION, LOW DENSITY RESIDENTIAL (R-1), R-1 (RESIDENTIAL)
ADJACENT ZONES: SOUTH BOSTING PARK (SOUTH BOSTING RESIDENTIAL), WEST LIGHT INDUSTRIAL, WEST LIGHT INDUSTRIAL
LOT COVERAGE: MAXIMUM ALLOWED LOT COVERAGE: 10% (SOUTH BOSTING PARK), 10% (WEST LIGHT INDUSTRIAL)
PARKING: REQUIRED: 10 SPACES (SOUTH BOSTING PARK), 10 SPACES (WEST LIGHT INDUSTRIAL)
BOAT STORAGE: 100 TOTAL SPACES (SOUTH BOSTING PARK), 100 TOTAL SPACES (WEST LIGHT INDUSTRIAL)
SCHOOL DISTRICT: PERRIS UNION HIGH SCHOOL DISTRICT
UTILITIES: WATER: PRIVATE, SEWER: PRIVATE, GAS: PUBLIC, FIBER: PUBLIC, TELEPHONE: PUBLIC

SITE DATA

ADDRESS: 24803 HIGHWAY 74
PERMIT NUMBERS: CUP220001
APN: 342-120-052
LOT SIZE: 24,73 ACRES (264,725 S.F.)
BUILDING AREAS: PROPOSED 1,449 ACRES (614,000 S.F.)
BUILDING HEIGHT: MAX. BUILDING HEIGHT: 175 FT.
CONSTRUCTION TYPE: UNDESIGNATED
OCCUPANCY TYPE: TBD
AVIATION INFLUENCE: N/A
SPECIFIC PLAN: N/A

FIGURE 4

Site Plan



Data Source: California Department of Conservation, Farmland Mapping and Monitoring Program (2009)

- Prime Farmland
- Farmland of State Importance
- Unique Farmland
- Farmland of Local Importance
- Grazing Land
- Urban Built-up Land
- Water
- Not Mapped
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

December 8, 2015

Miles

Disclaimer: Maps and data are to be used for reference purposes only. Maps, features, and data are provided as is. Riverside County of Riverside makes no warranty or guarantee as to the content. The source is cited based on the information provided. The user assumes full responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

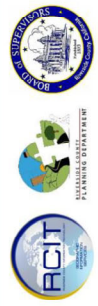


Figure OS-2

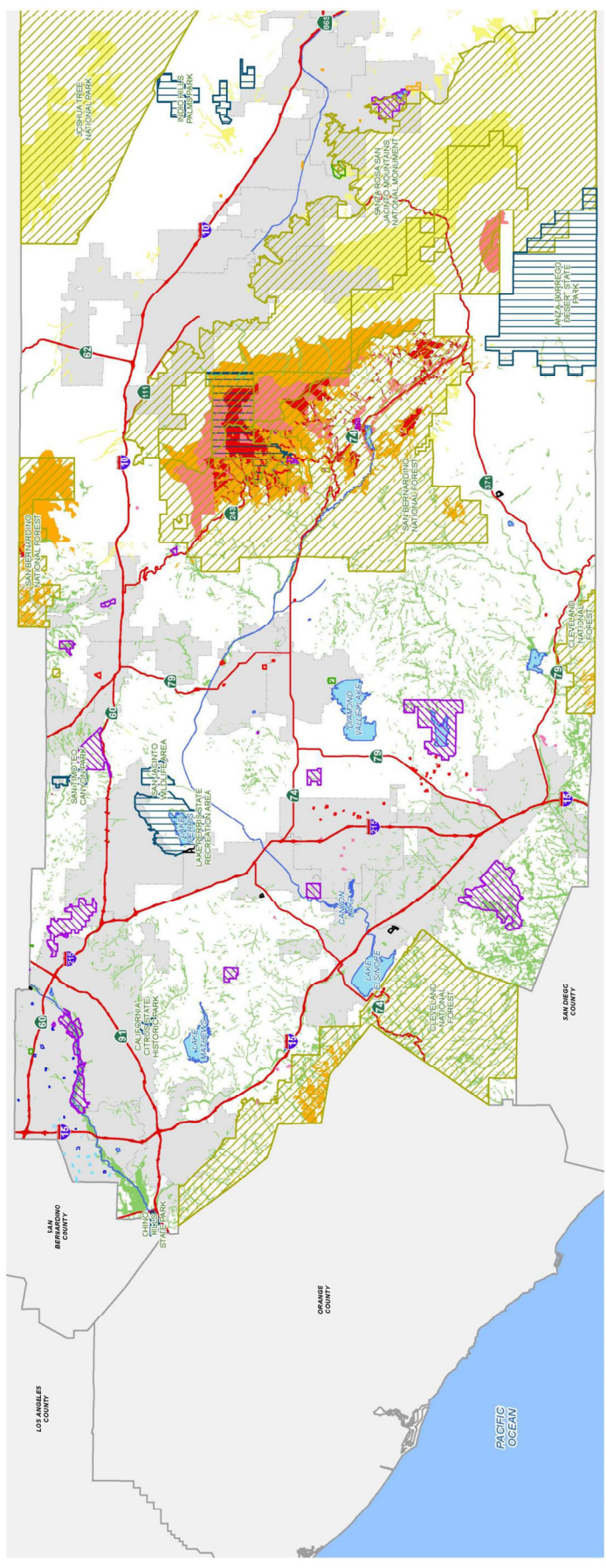
AGRICULTURAL RESOURCES

SOURCE: County of Riverside General Plan, September 28, 2021

Tom Dodson & Associates
Environmental Consultants

FIGURE 4-1

Agricultural Resources



Data Source: California Native Plant Society (2009)
 Riverside County (2013), Riverside County Cities (2013),
 California Department of Parks and Recreation (2015), and
 USCA Forest Service (2013)

- Community Parks - Riverside County Regional Park and Open Space District
- County Parks - Regional Park and Open-Space District
- Desert Recreational District
- Federal
- Jurupa Area Recreation and Park District
- Jurupa Community Service District
- Off Road Vehicle
- Others
- State
- Valleywide Recreation and Park District
- High Coniferous Forests
- Coniferous Forests
- Montane Forests
- Lowland Forests/Woodlands
- Desert Woodlands
- Highways
- Cities
- Waterbodies

Figure OS-3a

FORESTRY RESOURCES WESTERN RIVERSIDE COUNTY PARKS, FORESTS, AND RECREATION AREAS



December 8, 2015
 0 5 10 Miles

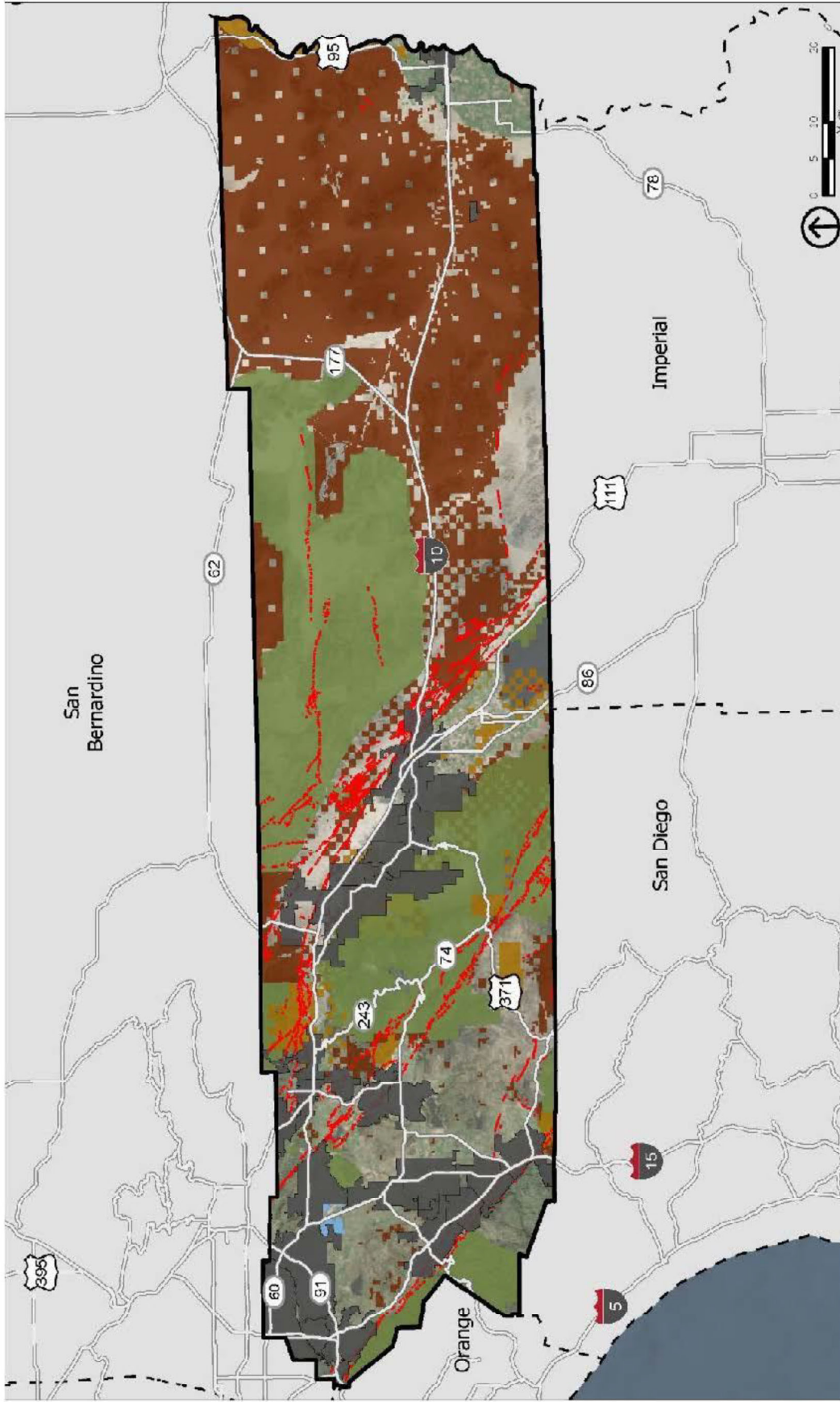
December 8, 2015
 0 5 10 Miles

SOURCE: County of Riverside General Plan, September 28, 2021

FIGURE 5-1

Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas (Vegetation Map)

Tom Dodson & Associates
 Environmental Consultants



Source: California Geologic Survey, ESRI, PlaceWorks

- Regional Fault Lines
- Surrounding County Boundary
- Riverside County Boundary
- Incorporated Area
- Marsh Joint Power Authority
- Tribal Land
- BLM Land
- Non-County Operated Parks

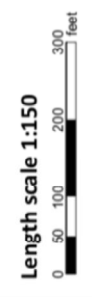
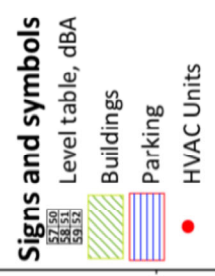
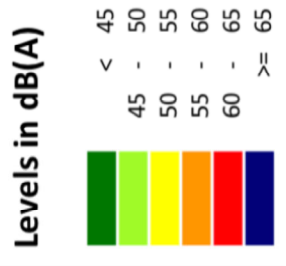
SOURCE: County of Riverside General Plan, September 28, 2021

FIGURE 11-1

Fault Lines

Tom Dodson & Associates
Environmental Consultants

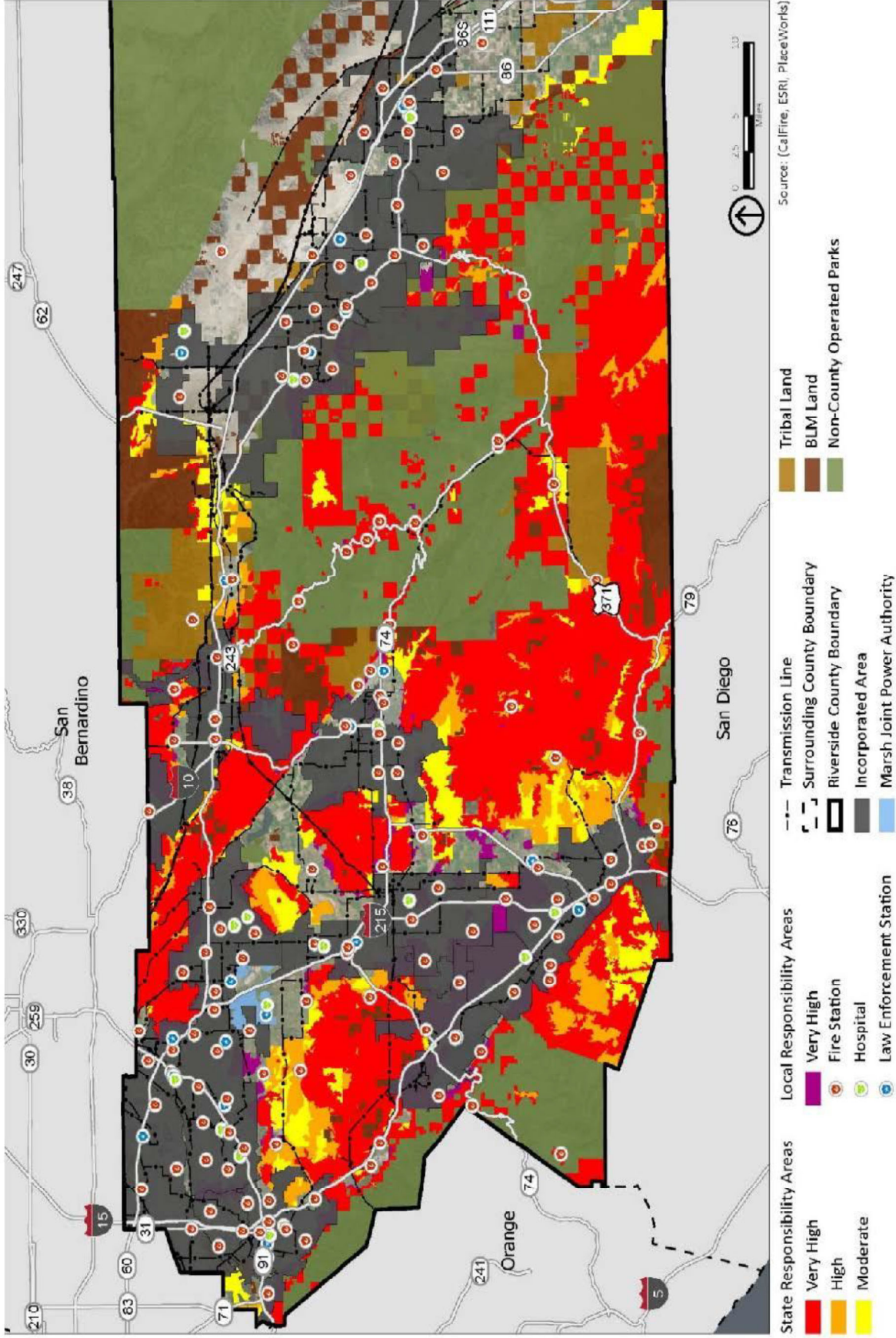
08892208_BoatShowRoom Noise Level Contours LMax



SOURCE: Noise Study

FIGURE 27-1

Boat Showroom Noise Level Contours Lmax



SOURCE: County of Riverside General Plan, September 28, 2021

FIGURE 44-1

Fire Hazard Severity Zones (Wildfire Susceptibility)

Tom Dodson & Associates
Environmental Consultants