

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (CEQ / EA) Number: CEQ190083

Project Case Type (s) and Number(s): A motocross park with various tracks, including several buildings and parking lots for park related activities and events (Conditional Use Permit No. 190014).

Lead Agency Name: Riverside County Planning Department

Address: 4080 Lemon Street, Riverside, CA 92501

Contact Person: Brett Dawson

Telephone Number: (951) 955-0972

Applicant's Name: JS 63 MX Inc. (Isaac Sloan)

Applicant's Address: 27636 Ynez Road L-7 #314, Temecula, CA 92591

I. PROJECT INFORMATION

Project Description: JS 63 MX, Inc. (Project Applicant), has submitted a Conditional Use Permit Application (CUP No. 190014) and a Noise Ordinance Exemption No. 2100002 (NE2100002) for the development of a recreational motocross park to be known as "JS 63 MX" on a 93.4-acre site. The project site consists of two Assessor's Parcels (APN No.'s 345-020-011, 345-020-016) and is located at 21220 Ethanac Road (see Figure 1 and Figure 2) in unincorporated Riverside County. The proposed project includes a total of 10 structures, five racetracks, five associated parking areas, and an R.V. parking area for overnight dry-camping use (see Figure 3). There are three existing structures on-site and the remainder of the project site is vacant.

The existing structures on-site include: a 3,110 square-foot residential structure; a 5,780 square-foot building to be re-purposed as an event hall; and a 636 square-foot building to be re-purposed for storage. Seven new structures are proposed and include: an 800 square-foot building consisting of bathrooms and showers; a 3,000 square-foot building for administration use; a 14,000 square-foot, two-story building for a Pro-Race Shop; a 5,000 square-foot, two-story building for a Pro-Race Shop; a 600 square-foot building to be used as a bike wash; a 3,750 square-foot garage; and a 1,200 square-foot building consisting of restrooms and a snack bar for pre-packaged food and beverage sales.

The project will be constructed in three phases dependent on available funding. Phase I will include the caretaker unit, garage, an event hall, a storage building, bathroom and snack bar, three motocross tracks, ticket booth, and the east parking (upper and lower areas) that will provide 519 parking spaces. Phase II will include the administration building, two additional tracks, and 394 additional parking spaces. Phase III will include two pro-race shops, additional bathrooms, bike wash building, and 46 RV parking area. The Recreational Vehicle parking area will be available for day use as well as overnight dry-camping use and quite hours from 10 p.m. to 6 a.m.

The existing residential structure on the project site will be used by a caretaker living on the property to ensure 24/7 control of operating hours and noise levels during quiet hours. A licensed EMT will be on-site at all hours of operation and will be given a utility task vehicle (UTV) to remain mobile and respond to call for medical aid. AMS ambulance service will also be on-site during large race events to provide an added level of emergency care and transport to local hospital facilities. There will be one point of access from Ethanac Road with sufficient width and open/clear access for emergency vehicles. This design is based on operations of two other tracks in Riverside County and provides sufficient emergency access. Turnarounds and guided path of entry will also be provided. Safety flaggers will be positioned at every track and communicate to the EMT via radio. Flaggers also keep riders from exiting the specific riding areas.

The five proposed tracks include: the Side x Side/Quad Track (approximately 4,000 feet in length) on the southwestern corner of the site in an "L" shape, the Beginner/Peewee Track (approximately 1,600 feet in length) on the southern area above the Super Moto Track in an oval shape, the SX Track Pad (approximately 1,200 feet in length) in the center of the site in a rounded shape, the Veteran Track (approximately 2,400 feet in length) on the northern portion of the site in a "C" shape, and the Main Track (approximately 2,500 feet in length) on the farthest north portion of the site in a rounded shape. All tracks will be 25 feet in width. The design of the tracks may change overtime, as needed within the development envelope of the project site.

Hours of operation will be Monday through Sunday from 9:00 a.m. to 4:00 p.m., with three days of night practice until 9:00 p.m., on Monday, Wednesday, and Friday. Special events will be held approximately up to eight times per year with start times of 7:30 a.m. and race end times of 9:30 p.m. on weekends only. The Event Hall will be used to host award ceremonies, birthdays and etc. The proposed Pro-Race Shops are ancillary uses related to the park that will be utilized only for riders, for maintenance and repairs as well as riding gear. The bike wash will be card operated for use. Mobile storage units are for riders use to store their equipment on-site and located in the proposed Garage.

Domestic water supply for the facility will be provided by two on-site wells and 43,000 gallons of storage capacity. The Applicant will be applying for a Small Public Water System Permit from Riverside County Environmental Health Services. The system will be designed to provide all project-related domestic, fire flow, and irrigation needs; no additional capacity beyond the project needs will be constructed. Each building on the project site will be connected to the site-wide water distribution piping system.

Wastewater will be treated on-site through a septic system. All buildings will be connected to the system. Utility corridors for water, sewer, electrical, and communications will be designed to be within the existing on-site roads and other disturbed areas.

The Noise ordinance exception proposes to grant an exception to Ordinance No. 847 Section 4. The overall daytime noise level is below the daytime noise limit of 65 dBA Leq that is set by the General Plan Noise Element. NE2100002 is a request for an exemption from Section 4 of Ordinance No. 847 in accordance with Section 7, Exceptions, which specifically allows for the application for continuous exceptions from the provisions of Ordinance No. 847. Section 4 of Ordinance No. 847 provides general sound level standards for each of the General Plan Land Use Designations. The project is within and is surrounded by land that is designated Rural Residential and Rural Mountainous, which has a noise level limit of 45 dBA Leq. Since the existing ambient noise levels for this area exceed the general exterior sound level standards, the project includes an application for continuous noise exception per Section 7 of Ordinance No. 847 and will rely on the General Plan Noise Element daytime noise limit of 65 dBA Leq. This noise level will also satisfy the 65 dBA Leq exterior noise level threshold identified for the MSCHP conservation areas.

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

B. Total Project Area:

| | | | |
|--------------------------------|------------------|--------------------------------------|--------------------------------------|
| Residential Acres: 0.07 | Lots: 1 | Units: 1 | Projected No. of Residents: 1 |
| Commercial Acres: 93.4 | Lots: 1 | Sq. Ft. of Bldg. Area: 37,876 | Est. No. of Employees: 10 |
| Industrial Acres: N/A | Lots: N/A | Sq. Ft. of Bldg. Area: N/A | Est. No. of Employees: N/A |
| Other: 0 | | | |

C. Assessor's Parcel No(s): 345-020-011, & -016

Street References: Located at the western end of Ethanac Road, west of Highway 74, and southwest of the City of Perris in Riverside County.

D. Section, Township & Range Description or reference/attach a Legal Description: S10 T5S R4W

E. Brief description of the existing environmental setting of the project site and its surroundings: The majority of the 93.4-acre site project site is vacant with the exception of the three existing structures that would be refurbished to accommodate the proposed project. Adjacent uses include single-family residences immediately to the north and east, and vacant land to the south and west. The project site is approximately 0.4 miles west of State Highway 74.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** (Rural Residential and Rural Mountainous) The proposed project is consistent with the land use designations of Rural Mountainous and Rural Residential that allow for recreational use and are applied to remote, privately-owned open space areas with limited access and a lack of public services.

The Rural Residential land use designation allows one single-family residence per five acres, as well as limited animal-keeping and agricultural activities. Limited recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses, and governmental uses are allowed within this designation. Neighborhood-serving small-scale commercial uses that are compatible with the surrounding uses are allowed.

The Rural Mountainous land use designation allows single-family residential uses, limited animal keeping and agricultural uses, with a maximum residential density of one dwelling unit per 10 acres. The designation applies to areas of at least 10 acres where a maximum 70 percent of the area has slopes of 25 percent or greater. It also applies to remote areas that are completely or partially surrounded by slopes greater than 25 percent, and do not have county-maintained access to community sewer and water systems. Limited recreational uses, compatible resource development (which may include the extraction of mineral resources with approval of a surface mining permit) and associated uses, and governmental uses are allowed within this designation. Neighborhood-serving small-scale commercial uses that are compatible with the surrounding uses are allowed.

The entire project site as well as adjacent properties are zoned Rural Residential (R-R).

- 2. Circulation:** The proposed project has adequate circulation to and within the project site and is therefore consistent with the Circulation Element of the General Plan. The proposed project meets all other applicable circulation policies of the General Plan.
- 3. Multipurpose Open Space:** The proposed project meets all relevant Multipurpose Open Space policies.
- 4. Safety:** The proposed project is not located in a floodplain or a fault zone. The proposed project is in an area designated as having low liquefaction, but susceptible to subsidence. The proposed project meets all other applicable Safety element policies.

5. **Noise:** The proposed project will permanently increase the ambient noise levels in the project vicinity above levels existing without the project. However, the proposed project meets all applicable Noise element policies. The project includes an application for continuous noise exception per Section 7 of Ordinance No. 847 and will rely on the General Plan Noise Element daytime noise limit of 65 dBA Leq.
6. **Housing:** The proposed project includes one residential structure for a caretaker, which will reside on the project site 24 hours/day, 7 days/week. The proposed project meets all applicable Housing element policies.
7. **Air Quality:** The proposed project is an allowed use within the R-R zone and the emissions associated with the proposed project have been accounted for in the current Air Quality Management Plan.
8. **Healthy Communities:** The proposed project meets all applicable Healthy Community element policies.
9. **Environmental Justice (After Element is Adopted):** N/A

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

C. Foundation Component(s): Rural

D. Land Use Designation(s): Rural Mountainous and Rural Residential

E. Overlay(s), if any:

F. Policy Area(s), if any:

G. Adjacent and Surrounding:

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

2. **Foundation Component(s):** Rural

3. **Land Use Designation(s):** Rural Residential and Rural Mountainous

4. **Overlay(s), if any:**

5. **Policy Area(s), if any:**

H. Adopted Specific Plan Information

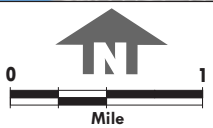
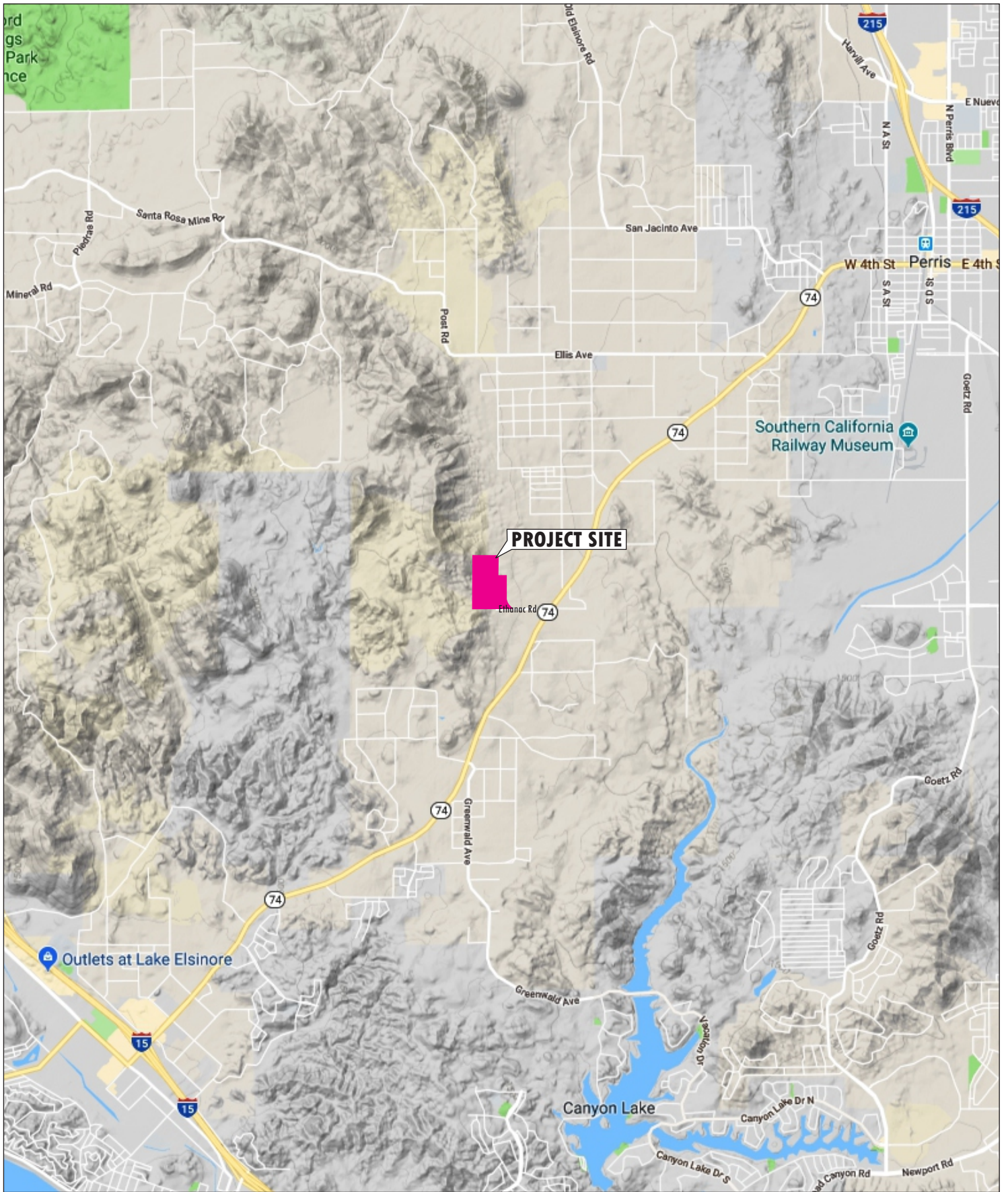
1. **Name and Number of Specific Plan, if any:** None

2. **Specific Plan Planning Area, and Policies, if any:** None

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

J. Proposed Zoning, if any: No zoning changes are included as part of the proposed project.

K. Adjacent and Surrounding Zoning: Rural Residential (R-R)



Source: Lilburn Corp., March, 2020.

REGIONAL LOCATION

Motorcycle Park
Riverside County, California



FIGURE 1



PROJECT SITE

Reard St

Ethanac Rd

74

0  450
 Feet
 Source: Lilburn Corp., March, 2020.
LILBURN
 CORPORATION

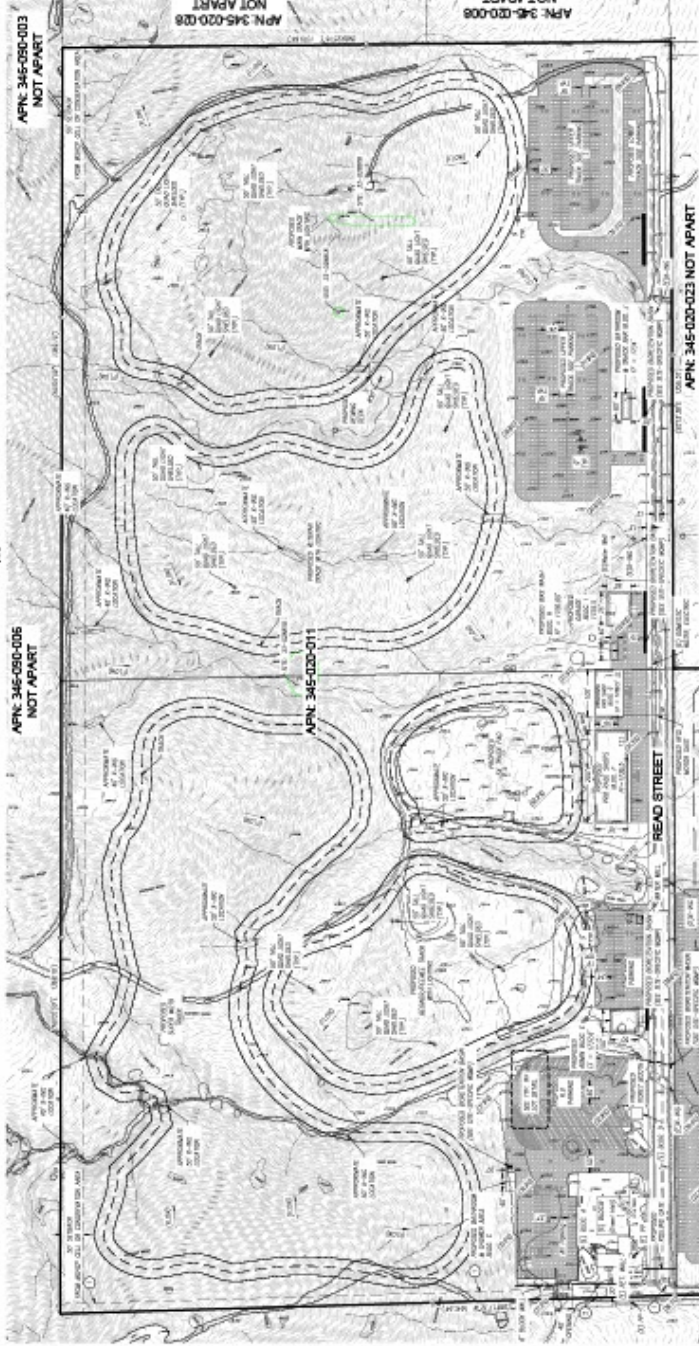
PROJECT VICINITY
 Motorcycle Park
 Riverside County, California

FIGURE 2

CONDITIONAL USE PERMIT JS 63 MX FACILITY 21220 ETHANAC ROAD COUNTY OF RIVERSIDE

APNs: 345-020-011 & -016

BASEMENTS
 1. ALL CONCRETE FOUNDATIONS SHALL BE 18" MIN. THICK AND 4" MIN. DEEP.
 2. ALL CONCRETE FOUNDATIONS SHALL BE REINFORCED WITH #4 REBAR AT 18" O.C.
 3. ALL CONCRETE FOUNDATIONS SHALL BE FINISHED WITH A 1" MIN. THICK COURSE OF 5000 PSI CONCRETE.



OWNER
 J.S. JAMES
 21220 ETHANAC ROAD
 RIVERSIDE, CA 92506
 (951) 509-1111
 JAMES@JAMESCORP.COM

APPLICANT
 J.S. JAMES
 21220 ETHANAC ROAD
 RIVERSIDE, CA 92506
 (951) 509-1111
 JAMES@JAMESCORP.COM

EXHIBIT PREPARED BY
 BOONADIMAN
 11500 UNIVERSITY AVENUE, SUITE 100
 RIVERSIDE, CA 92505
 (951) 517-2222
 BOONADIMAN.COM

PROJECT DESCRIPTION
 JS 63 MX FACILITY
 21220 ETHANAC ROAD
 RIVERSIDE, CA 92506
 (951) 509-1111
 JAMES@JAMESCORP.COM

ADDRESS
 21220 ETHANAC ROAD
 RIVERSIDE, CA 92506
 (951) 509-1111
 JAMES@JAMESCORP.COM

PARCEL COVERAGE
 APN: 345-020-011
 APN: 345-020-016
 APN: 345-020-017
 APN: 345-020-018
 APN: 345-020-019
 APN: 345-020-020

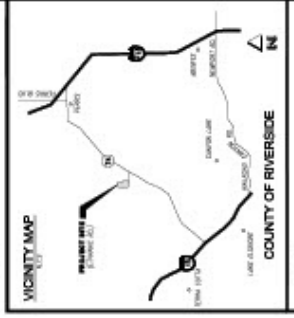
FLOOD ZONE NOTE
 ALL PROPERTY IS LOCATED WITHIN AREA OF SPECIAL FLOOD HAZARD ZONE (SFHA) ZONE X. THE FLOOD ZONE MAP IS AVAILABLE AT THE RIVERSIDE COUNTY ENGINEERING DEPARTMENT. THE FLOOD ZONE MAP IS AVAILABLE AT THE RIVERSIDE COUNTY ENGINEERING DEPARTMENT.

BUILDING LEGEND

| SYMBOL | DESCRIPTION |
|----------|-------------------|
| [Symbol] | PROPOSED BLDG |
| [Symbol] | EXISTING BLDG |
| [Symbol] | PROPOSED DRIVEWAY |
| [Symbol] | EXISTING DRIVEWAY |
| [Symbol] | PROPOSED PARKING |
| [Symbol] | EXISTING PARKING |
| [Symbol] | PROPOSED LOT |
| [Symbol] | EXISTING LOT |
| [Symbol] | PROPOSED EASEMENT |
| [Symbol] | EXISTING EASEMENT |
| [Symbol] | PROPOSED UTILITY |
| [Symbol] | EXISTING UTILITY |
| [Symbol] | PROPOSED FENCE |
| [Symbol] | EXISTING FENCE |
| [Symbol] | PROPOSED WALL |
| [Symbol] | EXISTING WALL |
| [Symbol] | PROPOSED SIGN |
| [Symbol] | EXISTING SIGN |
| [Symbol] | PROPOSED LIGHT |
| [Symbol] | EXISTING LIGHT |

LEGEND

| SYMBOL | DESCRIPTION |
|----------|-------------------|
| [Symbol] | PROPOSED DRIVE |
| [Symbol] | EXISTING DRIVE |
| [Symbol] | PROPOSED DRIVEWAY |
| [Symbol] | EXISTING DRIVEWAY |
| [Symbol] | PROPOSED PARKING |
| [Symbol] | EXISTING PARKING |
| [Symbol] | PROPOSED LOT |
| [Symbol] | EXISTING LOT |
| [Symbol] | PROPOSED EASEMENT |
| [Symbol] | EXISTING EASEMENT |
| [Symbol] | PROPOSED UTILITY |
| [Symbol] | EXISTING UTILITY |
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| [Symbol] | EXISTING FENCE |
| [Symbol] | PROPOSED WALL |
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CONDITIONAL USE PERMIT
 JS 63 MX FACILITY
 21220 ETHANAC ROAD
 RIVERSIDE, CA 92506
 (951) 509-1111
 JAMES@JAMESCORP.COM

| NO. | DESCRIPTION | BY | APPROVED DATE |
|-----|-------------|----|---------------|
| | | | |
| | | | |
| | | | |
| | | | |

REVISIONS

PREPARED BY: BOONADIMAN
 CHECKED BY: BOONADIMAN
 DATE: 11/15/2023
 SHEET: 1 OF 1 C1

PROJECT INFORMATION

| PROPERTY ADDRESS | OWNER |
|--------------------|------------|
| 21220 ETHANAC ROAD | J.S. JAMES |
| APN: 345-020-011 | J.S. JAMES |
| APN: 345-020-016 | J.S. JAMES |
| APN: 345-020-017 | J.S. JAMES |
| APN: 345-020-018 | J.S. JAMES |
| APN: 345-020-019 | J.S. JAMES |
| APN: 345-020-020 | J.S. JAMES |

NOTES

1. ALL CONCRETE FOUNDATIONS SHALL BE 18" MIN. THICK AND 4" MIN. DEEP.
2. ALL CONCRETE FOUNDATIONS SHALL BE REINFORCED WITH #4 REBAR AT 18" O.C.
3. ALL CONCRETE FOUNDATIONS SHALL BE FINISHED WITH A 1" MIN. THICK COURSE OF 5000 PSI CONCRETE.
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LEGAL DESCRIPTION

THE PROPERTY IS DESCRIBED AS FOLLOWS: [Detailed legal description text]



SITE PLAN
 Motorcycle Park
 Riverside County, California
FIGURE 3

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 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 type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> Wildfire |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Paleontological Resources | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services | |

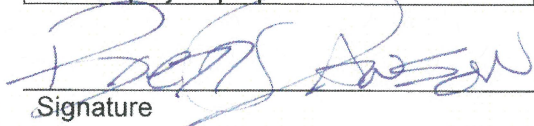
IV. DETERMINATION

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. |

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



Signature

8/19/21

Date

Bren Dawson

Printed Name

For: John Hildebrand
Planning Director

ENVIRONMENTAL ISSUES ASSESSMENT

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

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

Source(s): Riverside County General Plan Figure C-8 “Scenic Highways”, California Department of Transportation (Caltrans) Scenic Highway Program

Findings of Fact:

- a) **Less Than Significant Impact.** According to the Riverside County General Plan and Caltrans Scenic Highway Program, the project site is not located within a scenic highway corridor; however, the project site borders the Highway 74 Good Hope Policy Area. Highway 74 is eligible to become a State Scenic Highway and is approximately 0.4 miles east of the project site. The Highway 74 Community Plan (General Plan Amendment No. 1205 and Zone Consistency Program) is currently being carried out for approval. The parcels that border the project site are proposed to be designated Rural Residential which allows for recreational uses. Although the project site is not within the Highway 74 Good Hope Policy Area, the proposed project would not conflict with the surrounding land use designations upon approval of the Community Plan. It would not have a substantial effect upon a scenic highway corridor as it is approximately 0.4 miles away and the structures to be built on-site would be no more prominent than the three structures that currently exist on-site. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

- b) **Less Than Significant Impact.** No landmark features or scenic resources are identified on the project site. There are a few clusters of boulders on the level ground in the easternmost portion of the project area, mostly in the drainage that were evaluated during the cultural resources investigation. On the hillside to the west, there are locations where the granitic bedrock is exposed and is significantly decomposing. The boulders where the bedrock milling features were found were closely evaluated for cultural significance. Of the two bedrock milling feature sites, one was determined not to be significant, while the other was left unevaluated since it is on a part of the project site that will not be disturbed by the project. Implementation of the proposed project would not damage any substantial scenic resources. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
- c) **No Impact.** The project site is adjacent to the Steele Peak Reserve which currently has no public access and therefore no public views would be obstructed by the proposed project. The project site currently contains three existing structures. The existing structures would be used for the proposed project along with several additional proposed structures. The land use "Rural Residential" which the project site occurs in, allows for racetracks that include recreational vehicle parks. Implementation of the proposed project would be consistent with the land use designations and would not conflict with zoning or land use and public views of the site and its surroundings would not be impacted. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

2. Mt. Palomar Observatory

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

Source: Riverside County Ordinance No. 655 (Regulating Light Pollution), Riverside County General Plan Mead Valley Area Plan Figure 7 – Mt. Palomar Night Time Lighting Policy Area

Findings of Fact:

- a) **Less Than Significant Impact.** The Mount Palomar Observatory, located in San Diego County, requires unique nighttime lighting standards so that the night sky can be viewed clearly. Riverside County Ordinance 655 has established two zones, which create a radius around the Mount Palomar Observatory. Zone A is within a 15-mile radius of the observatory and Zone B is within a 45-mile radius. The project site is located within Zone B of the Mount Palomar Nighttime Lighting Policy Area, as shown on Figure 7 of the Mead Valley Area Plan. The Ordinance restricts the permitted use of certain lighting fixtures emitting undesirable light rays into the night sky, which may have a detrimental effect on astronomical observation and research at the Mt. Palomar Observatory.

Adherence to the applicable lighting standards established by Riverside County Ordinance 655 and adherence to the County development standards would ensure no significant impact to astronomical observations at Mount Palomar would occur as a result of development of the proposed project. The proposed project would be required to adhere to County standards related to the placement and shielding of lighting fixtures. The Applicant would be required to submit an on-site lighting plan for review and approval. This on-site lighting plan requires the identification of the type, intensity, and location of each proposed on-site lighting source for track lighting. The

| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------|--|------------------------------|-----------|
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submittal of this plan is required as evidence that the proposed on-site lighting sources would meet County lighting standards. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

| 3. Other Lighting Issues | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| 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): On-site Inspection, Project Application Description, Ordinance No. 655 (Regulating Light Pollution), Ordinance No. 915 (Regulating Outdoor Lighting)

Findings of Fact:

a, b) **Less Than Significant Impact.** The site is located in an urbanizing area of the County which has been experiencing increasing levels of light and/or glare associated with higher density residential development. Light and glare from portable lighting fixtures and vehicles entering/exiting the project site would increase lighting sources in the project area. Active land uses adjacent to the project site include residential uses. Additionally, the project site occurs adjacent to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation Area. For planning purposes, wildlife within the MSHCP Conservation Area should not be subject to indirect effects including lighting or noise.

Light poles around the tracks are proposed for infrequent nighttime events and there would be lighting associated with the on-site buildings and parking areas. Implementation of the proposed project is not anticipated to induce substantial light or glare or expose residential property or the MSHCP Conservation Area to unacceptable levels. Shielding would be incorporated in accordance with County standards to ensure ambient lighting in the vicinity of the site is not increased. The project proponent would be required to submit an on-site lighting plan for County review and approval. This on-site lighting plan requires the identification of the type, intensity, and location of each proposed on-site lighting source for track lighting. The submittal of this plan is required as evidence that the proposed on-site lighting sources would meet County lighting standards.

Ordinance No. 655, Section 7 of Riverside County also requires the project Applicant to submit plans and evidence of compliance for approval to work in the Zone B Mount Palomar lighting region. Ordinance No. 915 requires all outdoor luminaires to be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, onto public right-of-way; it also, prohibits blinking, flashing and rotating outdoor luminaires, with a few exceptions. Approval from the County would ensure no substantial light or glare would create unacceptable light levels to the surrounding area.

| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------|--|------------------------------|-----------|
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Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AGRICULTURE & FOREST RESOURCES Would the project:

| 4. Agriculture | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

Source(s): Riverside County General Plan Figure OS-2 "Agricultural Resources," Department of Conservation Riverside County Williamson Act FY 2015/2016 Sheet 1 of 3

Findings of Fact:

a) **Less Than Significant Impact.** According to the California Department of Conservation's California Important Farmland Finder Interactive Map, the project site is located in a designated area of "Grazing Land", "Other Land" and "Farmland of Local Importance." Farmland of Local Importance is defined as land of importance to the local economy, as defined by each county's local advisory committee and adopted by its Board of Supervisors. Farmland of Local Importance is either currently producing or has the capability of production; but does not meet the criteria of Prime, Statewide or Unique Farmland.

The project site consists of slopes and has no history of agricultural uses. The project site does not support agricultural resources nor have the capability of converting to agricultural land use. Surrounding land uses include scattered residential to the east, vacant land to the north and south, and Steele Peak Reserve to the west. No operating or past farmland practices occur near the project site. The proposed project would not result in the conversion of farmland to non-agricultural purposes, as no farmland exists on the project site. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

b-d) **No Impact.** As shown on "Riverside County Williamson Act FY 2015/2016 Sheet 1 of 3", the project site exists in an area that is not enrolled in a Williamson Act contract and not mapped by Farmland Mapping & Monitoring Program (FMMP) as Urban and Built-Up Land or Water. There

| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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are no lands zoned for agricultural production or that are under active production on or within the vicinity of the project site. Therefore, the proposed project would not conflict within any agricultural zoning or agricultural uses. No impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 5. Forest | | | | |
| a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Source(s): Riverside County General Plan Figure OS-3a “Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas”

Findings of Fact:

a-c) **No Impact.** There are no timber or forest lands on the project site or in the surrounding vicinity. Timberland production zones are defined as an area which has been zoned pursuant to Section 51112 or 51113 of the California Code and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). The project site and surrounding zoning designations are Rural Residential (R-R). Therefore, the proposed project would not conflict with any existing zoning, cause any rezoning, or result in the loss or conversion of any forest land or timberland production zones. Furthermore, as there are no forest lands in the project vicinity, the proposed project would not involve any changes to the environment that could result in a conversion of forest land to a non-forest use. Therefore, no impacts are identified or anticipated and no mitigation measures are 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 |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| 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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Expose sensitive receptors, which are located within one (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, SCAQMD CEQA Air Quality Handbook, CalEEMod 2016

Findings of Fact:

- a) **Less than Significant Impact.** The project site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (2016 AQMP) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

The proposed project is the development of an approximate 93.4-acre site with a motocross park and associated facilities. The proposed project is located within the Rural Residential (R-R) zone as designated by the Riverside County General Plan. According to Section 17.16.010 of the Riverside County Municipal Code, racetracks, including but not limited to contests between motorcycles, and recreational vehicle parks, are acceptable uses within the R-R zone with acquisition of a Conditional Use Permit. Therefore, the proposed project is an allowed use within the R-R zone and the emissions associated with the proposed project have already been accounted for in the AQMP. Approval of the proposed project would not conflict with the AQMP. No impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant Impact.** The proposed project's construction and operational emissions were screened using California Emissions Estimator Model (CalEEMod) version 2016.3.2 prepared by the SCAQMD (available at the County offices for review). CalEEMod was utilized to estimate the on-site and off-site emissions. The emissions incorporate Rule 402 and 403 by default as required during construction. The criteria pollutants screened for include reactive organic gases (ROG), nitrous oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO₂), and particulates (PM₁₀ and PM_{2.5}). Two of the analyzed pollutants, ROG and NO_x, are ozone precursors. Both summer and winter season emission levels were estimated.

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site preparation, site grading (fine and mass grading), building construction, paving, and architectural coating. The resulting emissions generated by construction of the proposed project are shown in Table 1 and Table 2, which represent summer and winter construction emissions, respectively.

**Table 1
Summer Construction Emissions
(Pounds Per Day)**

| Source/Phase | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
|--------------------------------|-------------|-----------------|--------------|-----------------|------------------|-------------------|
| Site Preparation | 4.2 | 42.5 | 22.5 | 0.04 | 10.6 | 6.6 |
| Grading | 4.6 | 50.3 | 33.0 | 0.06 | 6.4 | 3.7 |
| Building Construction | 14.8 | 97.3 | 119.4 | 0.47 | 32.0 | 9.8 |
| Paving | 1.4 | 13.0 | 15.4 | 0.02 | 0.9 | 0.7 |
| Architectural Coating | 17.2 | 2.7 | 18.2 | 0.05 | 5.2 | 1.5 |
| Highest Value (lbs/day) | 17.2 | 97.3 | 119.4 | 0.47 | 32.0 | 9.8 |
| SCAQMD | 75 | 100 | 550 | 150 | 150 | 55 |
| Significant | No | No | No | No | No | No |

Source: CalEEMod 2016.3.2, Summer Emissions
Phases don't overlap and represent the highest concentration.

**Table 2
Winter Construction Emissions
(Pounds Per Day)**

| Source/Phase | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
|--------------------------------|-------------|-----------------|--------------|-----------------|------------------|-------------------|
| Site Preparation | 4.2 | 42.5 | 22.3 | 0.04 | 10.6 | 6.6 |
| Grading | 4.6 | 50.3 | 32.8 | 0.06 | 6.4 | 3.7 |
| Building Construction | 14.9 | 97.3 | 103.7 | 0.44 | 32.0 | 9.8 |
| Paving | 1.4 | 13.0 | 15.2 | 0.02 | 0.9 | 0.7 |
| Architectural Coating | 17.3 | 2.8 | 14.9 | 0.05 | 5.2 | 1.5 |
| Highest Value (lbs/day) | 17.3 | 97.3 | 103.7 | 0.44 | 32.0 | 9.8 |
| SCAQMD | 75 | 100 | 550 | 150 | 150 | 55 |
| Significant | No | No | No | No | No | No |

Source: CalEEMod 2016.3.2, Winter Emissions
Phases don't overlap and represent the highest concentration.

As shown in Table 1 and Table 2, construction emissions during either summer or winter seasonal conditions would not exceed SCAQMD thresholds. Impacts would be less than significant, and no mitigation measures are required.

Compliance with SCAQMD Rules 402 and 403

Although the proposed project does not exceed SCAQMD thresholds for construction emissions, the project proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM₁₀ and PM_{2.5}).

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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The project proponent would be required to comply with Rules 402 nuisance, and 403 fugitive dust, which require the implementation of Best Available Control Measures (BACMs) for each fugitive dust source, and the AQMP, which identifies Best Available Control Technologies (BACTs) for area sources and point sources. The BACMs and BACTs would include, but not be limited to the following:

1. The project proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
 - (a) The project proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (2x daily) to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.
 - (b) The project proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.
 - (c) The project proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
 - (d) The project proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NO_x and PM₁₀ levels in the Applicant/Contractor would be required to implement the following conditions as required by SCAQMD:

2. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
3. The project proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation during construction.
4. The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
5. All buildings on the project site shall conform to energy use guidelines in Title 24 of the California Administrative Code.
6. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
7. The operator shall comply with all existing and future California Air Resources Board (CARB) and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

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

Operational emissions are categorized as area (operational use of the project), energy (generation and distribution of energy to the end use), and mobile (vehicle trips). The operational mobile source emissions were calculated in accordance with the Traffic Impact Analysis prepared for the proposed project by Urban Crossroads in August 2019. The proposed project is anticipated to generate approximately 410 total daily trips. The anticipated total daily trips were inputted into the CalEEMod Version 2016.3.2 model to estimate the operational mobile source emissions. In addition to the operational emissions sources analyzed with CalEEMod, the proposed project was screened for emissions associated with the use of off-road motorcycles on-site. The proposed project’s operational emissions were modeled and are listed in Table 3 and Table 4, which represent summer and winter operational emissions, respectively.

**Table 3
Summer Operational Emissions
(Pounds Per Day)**

| Source | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
|-------------------------------|------------|-----------------|--------------|-----------------|------------------|-------------------|
| Area | 2.7 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 |
| Energy | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Mobile | 0.4 | 0.9 | 5.4 | 0.0 | 2.2 | 0.6 |
| Off-Road Motorcycles On-Site* | N/A | 30.5 | 381 | N/A | N/A | N/A |
| Total Value (lbs/day) | 3.1 | 31.4 | 386.9 | 0.0 | 2.2 | 0.6 |
| SCAQMD | 55 | 55 | 550 | 150 | 150 | 55 |
| Significant | No | No | No | No | No | No |

Source: CalEEMod 2016.3.2, Summer Emissions
*Reference Off-Road Motorcycle Emissions

**Table 4
Winter Operational Emissions
(Pounds Per Day)**

| Source | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
|-------------------------------|------------|-----------------|--------------|-----------------|------------------|-------------------|
| Area | 2.7 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 |
| Energy | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Mobile | 0.3 | 0.9 | 4.6 | 0.0 | 2.2 | 0.6 |
| Off-Road Motorcycles On-Site* | N/A | 30.5 | 381 | N/A | N/A | N/A |
| Total Value (lbs/day) | 3.1 | 31.5 | 386.9 | 0.0 | 2.2 | 0.6 |
| SCAQMD | 55 | 55 | 550 | 150 | 150 | 55 |
| Significant | No | No | No | No | No | No |

Source: CalEEMod 2016.3.2, Winter Emissions
*Reference Off-Road Motorcycle Emissions

As shown, both summer and winter season operational emissions are below the SCAQMD threshold of significance. The proposed project does not exceed applicable regional thresholds either during construction or operational activities. Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant. No impacts are identified or anticipated, and no mitigation measures are required.

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

d) **Less than Significant Impact.** SCAQMD has developed a methodology to assess the localized impacts of emissions from a proposed project as outlined within the Final Localized Significance Threshold (LST) Methodology report; completed in June 2003 and revised in July 2008. The use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs apply to projects that must undergo CEQA or the National Environmental Policy Act (NEPA) and are five acres or less. LST methodology is incorporated to represent worst-case scenario emissions thresholds. CalEEMod version 2016.3.2 was used to estimate the on-site and off-site construction emissions. The LSTs were developed to analyze the significance of potential local air quality impacts of proposed projects to sensitive receptors and provide screening tables for small projects (one, two, or five acres). Projects are evaluated based on geographic location and distance from the sensitive receptor (25, 50, 100, 200, or 500 meters from the site).

For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, convalescent facility or anywhere that it is possible for an individual to remain for 24 hours. Additionally, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. Commercial and industrial facilities are not included in the definition of a sensitive receptor because employees do not typically remain on-site for a full 24 hours, but are usually present for shorter periods of time, such as eight hours.

The project site is approximately 93.4 acres and therefore the “five-acre” LSTs were utilized for analysis. Note that larger projects are typically permitted to produce a proportionately larger quantity of emissions, therefore, analysis under the “five-acre” LSTs is considered to be conservative. The nearest sensitive receptor land uses are the residential developments located approximately 0.12-mile north and east of the project site and therefore LSTs are based on a 0.12-mile (200-meter) distance. The proposed project’s construction and operational emissions with the appropriate LST are presented in Table 5.

**Table 5
Localized Significance Thresholds
(Pounds Per Day)**

| Source | NO _x | CO | PM ₁₀ | | PM _{2.5} | |
|---|-----------------|--------------|------------------|------------|-------------------|------------|
| Construction Emissions (Max. from Table 1 and Table 2) | 97.3 | 119.4 | 32.0 | | 9.8 | |
| Operational Emissions (Max. Total from Table 3 and Table 4) ¹ | 31.5 | 386.9 | 2.2 | | 0.6 | |
| Highest Value (lbs/day) | 97.3 | 386.9 | 32.0 | 2.2 | 9.8 | 0.6 |
| LST | 488 | 6,860 | 96* | 23† | 31* | 8† |
| Greater Than Threshold | No | No | No | No | No | No |

Sources: CalEEMod.2016.3.2 Summer and Winter Emissions; SCAQMD Final Localized Significance Threshold Methodology; SCAQMD Mass Rate Look-up Tables for a 5-acre site in SRA No. 24, distance of 200 meters.

Note: PM10 and PM2.5 emissions are separated into construction and operational thresholds in accordance with the SCAQMD Mass Rate LST Look-up Tables.

* Construction emissions LST

† Operational emissions LST

¹ Per LST Methodology, mobile source emissions do not need to be included except for land use emissions and on-site vehicle emissions. It is estimated that approximately 10 percent of mobile emissions will occur on the Project Site.

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

As shown in Table 5, the proposed project's emissions are not anticipated to exceed the LSTs. Therefore, the proposed project is not anticipated to expose sensitive receptors to substantial pollutant concentrations. No impacts are identified or are anticipated, and no mitigation measures are required.

- d) **Less than Significant Impact.** The proposed project contains uses that may emit objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities as well as the temporary storage of domestic solid waste associated with the proposed project's long-term operational uses. Additional odors associated with the proposed project include fumes from the burning fuel of the motorcycles that would utilize the proposed tracks. Standard construction requirements would minimize odor impacts resulting from construction activity. Any odor emissions generated during construction activities would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with County of Riverside solid waste regulations. The proposed project would be also required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

| BIOLOGICAL RESOURCES Would the project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| 7. Wildlife & Vegetation | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 Wildlife or U. S. Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Source(s): Perris Motorcycle Park General Biological Assessment, Riverside County General Plan

Findings of Fact:

a-c) **Less Than Significant with Mitigation.** Natural Resources Assessment, Inc. (NRAI), conducted a site visit on April 19, 2019 and May 7, 2019 and prepared a Biological Resources Assessment dated June 21, 2020 (available at County offices for review).

The project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation Area. The Biological Resources Assessment prepared for the proposed project therefore also includes a MSHCP Consistency Analysis. Section 6 of the MSHCP states that all projects must be reviewed for compliance with plan policies pertaining to Riparian/Riverine resources, Criteria resources, Narrow Endemic Plant Species, urban/wildlands interface, and additional survey needs as applicable. For this project site, the MSHCP requires an assessment for the presence of burrowing owl habitat, riverine and riparian habitats, as well as vernal pools, fairy shrimp habitat and jurisdictional waters.

Any projects that are within the MSHCP Conservation Area boundaries must meet the Stephens Kangaroo Rat (SKR) Habitat Conservation Plan. The species objective for the SKR in the Western Riverside MSHCP were designed to incorporate the objectives and be consistent with the Long-Term SKR Plan. Therefore, payment of an SKR fee is required and would reduce impacts associated with the proposed project on the SKR Habitat.

The Burrowing Owl (*Athene cunicularia hypugaea*) is a resident species in lowland areas of southern California. It prefers open areas for foraging and burrowing and is found widely scattered in open desert scrub. This species is scarce in coastal areas, being found mainly in agricultural and grassland habitats. Habitat for Burrowing Owl was assessed over the entire property in accordance with MSHCP "Burrowing Owl Survey Instructions". The assessment included looking for Burrowing Owl burrows, whitewash, pellets, animal remains and other Burrowing Owl indicators. The property provides marginal habitat for the Burrowing Owl, but no suitable burrows were observed at the time of the survey. Beechey ground squirrel burrows were observed, but they were in active use by that species. The survey was conducted at a time when Burrowing Owls should have been observable if present. No sign of Burrowing Owl was seen and this species was not present at the time of the survey. However, there is a small likelihood that Burrowing Owls may use or occupy the flatter portions of the property over time, especially because the surrounding properties provide suitable habitat for Burrowing Owl. Therefore, subsequent protocol surveys were conducted in March/April 2020 (*results pending*).

Riverside fairy shrimp (*Streptocephalus woottoni*) are known only from ephemeral pools in farmlands and similar open, flat terrain. Fairy shrimp are confined to temporary pools that fill in spring and evaporate by late spring to early summer. The Riverside fairy shrimp is known only

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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from southern Orange and western Riverside and San Diego Counties. Ongoing farming and development in these areas has resulted in the loss and degradation of these habitats. Therefore, the USFWS has listed the Riverside fairy shrimp as endangered. The project site is unsuitable for the formation of pools. The soils are unsuitable for the formation of long-term ponds, and no obligate wetland perennial plant species typical of suitable pools were observed. There are no other sources of standing water, such as cattle ponds or watering holes, or evidence of such ponding, that would provide suitable habitat for the Riverside fairy shrimp.

Although no sensitive, threatened, or endangered species were observed on the site, the project site occurs in the MSHCP and would require payment of the SKR fee. If construction is to occur during the nesting/breeding season of February 1 through August 31, implementation of Mitigation Measure BIO-1 would reduce potential impacts to burrowing owl to less than significant.

d) **Less Than Significant Impact.** The proposed development is surrounded by open space on the west, north and south, and somewhat on the east. Development of the property would result in habitat fragmentation and a reduction in wildlife movement in an otherwise relatively native habitat area. One of the purposes of the MSHCP is to offset these regional effects, and this impact will be mitigated by the completion of the MSHCP. The proposed project would comply with plan policies of the MSHCP. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

e, f) **Less Than Significant Impact.** A Delineation of Wetlands and Other Waters dated September, 2020, was completed by NRAI (available for review at County offices) to identify jurisdictional wetlands and other waters affected by the Proposed Project. Wetlands generally include swamps, marshes, bogs, and similar areas. The limits of United States Army Corps of Engineers (USACE) and California Department of Fish and Wildlife (CDFW) jurisdiction were mapped for the project site during a pre-survey literature review (desktop analysis) and initial field survey on May 7, 2019. The desktop analysis employed Google Earth (2018) and ESRI ArcGIS (2018, 2019) imagery and included the use of historical imagery from Google Earth that allowed the examination of historic waterflow fluctuations. These efforts were used to guide the subsequent field surveys and to locate areas of potential jurisdictional waters. Based on the initial assessment and mapping effort, water on the property intermittently flows east in several drainages eventually leaving the property along its eastern and northern boundaries. There are six drainages that drain the property and they flow together approximately 1,000 feet east of the property.

Drainage from the property (and the region) historically flowed east toward the San Jacinto River. Over time, the connections to this regulated waterbody have been modified. As a result of the modifications, the drainages on the property are disconnected from the River and would not be considered waters of the United States. Therefore, project drainages do not fall within jurisdiction of the USACE.

NRAI mapped CDFW jurisdictional limits in the project area based on field mapping of the stream and its vegetation. None of the observed vegetation type that was mapped is inherently aquatic and the types mapped are considered upland vegetation types. There are approximately 8.92 acres of CDFW jurisdictional area within the study area including: Brittlebush (1.42 acres), California Annual Grassland Alliance (6.46 acres), California Buckwheat Alliance (3.39 acres),

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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California Sagebrush Annual Grass-Herd (0.14 acres), California Sagebrush Black Sage-Yellow Bush (0.17 acres) and disturbed/developed (1.5 acres).

Proposed project implementation could impact 0.35 acres of CDFW-regulated streambed and banks, which requires a Lake and Streambed Agreement (LSA). An LSA is a legally binding contract that sets forth various conditions that the Applicant is obligated to follow. Conditions include mitigation and avoidance measures to reduce the project's impact on wildlife resources.

A Notification of Lake or Streambed Alteration form (Form FG 2023 [Rev. 7-06]), with required supplemental material and fees have been submitted by the Applicant. If the CDFW determines that an Agreement is required, it will submit a draft Agreement to the Applicant for review within 60 days of receiving a complete notification. The draft Agreement will include measures the CDFW determines are necessary to protect fish, wildlife, and plant resources while conducting the project. After receiving the draft Agreement, the Applicant has 30 days to notify the CDFW of whether the measures in the draft Agreement are acceptable. If the Applicant agrees with the measures included in the draft Agreement, the Applicant or authorized representative will need to sign the Agreement and submit it to the CDFW. If the Applicant disagrees with any measures in the draft Agreement, they must notify the CDFW in writing and specify the measures that are not acceptable. Upon written request, the CDFW will meet with the Applicant within 14 days of receiving the request to resolve the disagreement. If the Applicant fails to respond, in writing, within 90 days of receiving the draft Agreement, the CDFW may withdraw the Agreement. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Riparian/Riverine Areas are defined by the MSHCP as "lands which contain Habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year." The project site contains several drainages. None of these drainages supports plant communities identified as necessary to make a finding that they are riparian/riverine areas as defined by the MSHCP. None of these drainages support freshwater flow except during and immediately after rainfall.

Vernal pools are defined by the MSHCP as "seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season. The field team surveyed for vernal pools. The surveys were conducted after a wet winter during which the Perris area received average rainfall. Ponding or pooling or evidence of such areas would have been observable. No vernal pools or indications of vernal pools such as flat, unvegetated areas showing evidence of previous ponding, no patterns of inundation or distinct water-dependent plant species. The property does not support conditions suitable for the formation of vernal pools. The soils are unsuitable for the formation of long-term ponds, and no obligate wetland perennial plant species typical of vernal pools were observed. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

- g) **Less Than Significant Impact.** According to the MSHCP, the project site would have indirect impacts to the adjacent Criteria Cell 3564, which is located in Cell Group J, Subunit 3, Good Hope East for the Mead Valley Area Plan. The western parcel is also immediately southeast of the Steele Peak Reserve, which is a Public/Quasi-Public Conserved Land. The indirect impacts

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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would be from noise, lighting, invasive plants, and possibly toxic materials such as herbicides and pesticides used in landscaping and maintenance, as well as non-hazardous oils and fuels used during project operations.

Nighttime lighting has the potential to indirectly affect wildlife use and activity in the Criteria Cell and the Steele Peak Reserve. The project plans indicate the use of lighting along the two northern off-road tracks on the mountainside, near the common border with Criteria Cell on the east and to a lesser extent the Steele Peak Reserve on the northeast corner. The project’s on-site nighttime lighting would be directed away from the Steele Peak Reserve and the Criteria Cell to protect species within these areas from direct nighttime lighting. Shielding shall be incorporated in project designs to ensure ambient lighting adjacent to the Steele Peak reserve and Criteria Areas is not increased. The project proponent would be required to submit an on-site lighting plan for review and approval. This on-site lighting plan requires the identification of the type, intensity, and location of each proposed on-site lighting source for track lighting. The submittal of this plan is required as evidence that the proposed on-site lighting sources would meet County lighting standards.

The MSHCP states that “Proposed noise generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms or walls to minimize the effects of noise on the MSHCP Conservation Area resources pursuant to applicable rules, regulations and guidelines related to land use noise standards. For planning purposes, wildlife within the MSHCP Conservation Area should not be subject to noise that would exceed residential noise standards.” A Noise Impact Analysis (NIA) was completed by Urban Crossroads on August 19, 2021 (available at County offices for review), to determine impacts to the MSHCP Conservation Area as a result of noise levels from the proposed project. Since the proposed project includes noise generating motocross activities, operational noise levels have been calculated at the project boundaries in order to estimate the project-related noise levels within the adjacent MSHCP Conservation Area.

The NIA relied on the 65 dBA L_{eq} exterior noise level limit identified by Policy N 4.1 of the General Plan. The NIA produced five MSHCP receiver locations at the project site’s boundary to estimate the highest noise levels within the nearby MSHCP Conservation Area. In summary, based on the noise levels obtained from the five receiver locations, the project-related noise levels are expected to range from 59.7 to 63.0 dBA L_{eq} . The analysis shows that project-related operational motocross noise levels will satisfy the 65 dBA L_{eq} exterior noise level threshold identified for the adjacent MSHCP Conservation Area. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Mitigation:

Mitigation Measure BIO-1:

A pre-construction Burrowing Owl breeding bird survey following the recommended guidelines of the MSHCP will be required to determine if nesting is occurring. Occupied nests shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are foraging independently and are capable of independent survival. If the biologist is unable to verify the above conditions, then no disturbance shall occur during the breeding season within a distance determined by the qualified

| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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biologist for each nest or nesting site. For the Burrowing Owl, the recommended distance is a minimum of 160 feet.

Monitoring:

Monitoring for Mitigation Measure BIO-1:

Mitigation will be monitored through the condition of approval clearance process with the review of building permits. If vegetation trimming/removal occurs during the breeding season, the results of the pre-construction nesting bird survey shall be submitted by the qualified biologist to the County prior to beginning vegetation trimming/removal activities. If nests are found, weekly monitoring reports of nesting activities and buffer zones shall be submitted by the qualified biologist to the County.

| CULTURAL RESOURCES Would the project: | | | | |
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| 8. Historic Resources | | | | |
| a) Alter or destroy a historic site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of a historical resource, pursuant to 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, Historical/Archaeological Resources Report

Findings of Fact:

a, b) **Less Than Significant with Mitigation.** A Historical/Archaeological Resources Report was completed by CRM Tech, Inc. (CRM Tech), in August 2019, for the project site to identify any historical/cultural resources that may occur on or within the site. CRM Tech conducted a historical/archaeological resources records search, tribal scoping with Native American representatives, historical background research, a field survey, and archaeological monitoring during weed abatement activities on a portion of the property. CRM Tech completed the records search at the Eastern Information Center (EIC) at the University of California, Riverside. According to EIC records, the project area had not been surveyed for cultural resources prior to this study, and no cultural resources had been recorded within or adjacent to the project boundaries. Outside of the project area but within a one-mile radius, EIC records list more than 30 previous studies on various tracts of land and linear features, including a 1985 survey along the segment of Ethanac Road on the southern project boundary. In all, roughly 25 percent of the land within the scope of the records search was covered by the previous studies, resulting in the identification of 48 historical/archaeological sites within the one-mile radius.

During the field survey, four previously undocumented historical resources were identified and recorded within the project area, and are included in Table 6, below.

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Table 6

| Site Number | Description |
|--------------------------|--|
| 33-028816 (CA-RIV-12926) | Mining adit and shaft |
| 33-028817 (CA-RIV-12927) | Single-family residence and barn (ca. 1956-1959) |
| 33-028818 (CA-RIV-12928) | Prospect pit |
| 33-028819 (CA-RIV-12929) | Mining adit and two prospect pits |

Site 33-028816 (CA-RIV-12926, Mining Adit and Shaft)

This historic-period site consists of a mining shaft and an adit (entrance) located on the eastern slope of a hill. The shaft is approximately 19 feet deep, and the opening measures approximately 13.5x12 feet. Some of the tailings have been dumped into the shaft, apparently in an attempt to backfill it. The opening of the adit is approximately 165 feet east of the shaft and measures approximately 4x4 feet, and the adit was dug roughly 16 feet into the hillside. Some of the tailings from the adit are deposited in front of the entrance.

Site 33-028817 (CA-RIV-12927, Residence and Barn)

Site 33-028817 represents primarily the existing residence and the storage barn on the property, both of which date to the 1956-1966 era, most likely 1956-1959. These two buildings are largely vernacular and utilitarian in design and construction, and neither of them demonstrates any distinctive stylish elements. A third building that was in the group in recent years has been demolished, leaving only a concrete slab foundation between the two surviving buildings.

At the southern end of the site, the one-story single-family residence faces south to the extension of Ethanac Road. It is generally rectangular in plan except for a small projecting entry porch in the center of the main façade. The exterior walls are built of concrete blocks that are painted white, and the medium-pitched side-gable roof features exposed rafters and fascia boards along the eaves and decorative wooden braces at the corners of the rakes. The building was being extensively remodeled at the time of the field survey. The entry porch had been rebuilt, and all windows and doors had been removed, as had the roofing material and an addition in the rear.

The storage barn is a tall one-story building of steel-frame construction with corrugated metal wall and roof cladding. The original structure measures approximately 80x75 feet in footprint, extending north-south directly to the north of the residence, and a 30-foot-wide, full-length lean-to has been added to the east side. The medium-pitched front-gable roof flattens to a very low pitch over the addition. The main façade, facing south, is dominated by a pair of large metal sliding doors, one of them inset with a man door, and a similar sliding door is found at the rear. Fenestration to the interior is provided by four pairs of large metal-framed windows that are divided into 3x3 panes and spaced evenly across each flank.

Site 33-028818 (CA-RIV-12928, Prospect Pit)

This historic-period site consists of a prospect pit located approximately 200 feet south of the mining shaft at Site 33-028816. The pit measures roughly 16x16 feet in dimension at the top and is about 5 feet deep at the maximum.

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Site 33-028819 (CA-RIV-12929, Mining Adit and Prospect Pits)

This historic-period site consists of a mining adit and two prospect pits. The adit runs in a northwest-southeast direction for a total length of approximately nine feet, and the entrance measures roughly 5x3 feet. One of the prospect pits is located approximately 55 feet north of the adit and measures 26x25 feet in size and eight feet in depth. The other pit is located approximately 35 feet northwest of the adit and measures 32x25 feet in size and 10 feet in depth. Tailings were deposited adjacent to the pits, and all three features were partially refilled. No historic-period artifacts were found at the site. Among these sites, 33-028814 is located in a drainage across the northern portion of APN 345-020-016, where no development or construction activities are proposed. As such, Site 33-028814 will be left undisturbed in an open space reserve and thus requires no further treatment in association with this project.

While no buildings or other man-made features were noted in the project area in 1951-1953, aerial photographs taken in the 1960s show two buildings in the southeastern corner of APN 345-020-011, compatible in locations and size to the residence and the storage barn currently extant. Later aerials photographs trace the beginning of Read Street and the four building pads near the residence to the 1978-1994 era, making them modern in origin. Building permit records found on file for this parcel are all from the recent decades, and they indicate some grading activities on the property in 1988, an addition to the barn in 1989, and a remodeling of the residence, including replacing all doors and windows, in 2019.

The four historic sites recorded during this study were all evaluated as not significant. No other potential “historical resources” were encountered within or adjacent to the project area during this study. However, there is always the potential for resources to be uncovered during site disturbance activities and therefore, possible significant adverse impacts have been identified and Mitigation Measures CR-1 through CR-3 are required as a Condition of Approval to reduce these impacts to a level below significant.

Mitigation:

Mitigation Measure CR-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 that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to 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 wet-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

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

Mitigation Measure CR-2

Unanticipated Resources:

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

- i. All ground disturbance activities within 100 feet of the discovered cultural resources 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 archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find.
- ii. At the meeting, the significance of the discoveries shall be discussed with the tribal representative(s) and the archaeologist. A decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
- iii. Grading or further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished. Work shall be allowed to continue outside of the buffer area and monitoring will continue if needed.
- iv. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance.
- v. The applicant and the Project Archaeologist, with input from the Tribe(s) shall develop a Preservation Plan for the long term care and maintenance of the cultural resource(s). The plan shall indicate at minimum, the specific areas to be included in and excluded from long-term maintenance, prohibited activities, methods of preservation to be employed, the party responsible for the long term maintenance, appropriate protocols, monitoring and necessary emergency protocols.

Mitigation Measure CR-3

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.

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Monitoring:

Monitoring for Mitigation Measure CR-1-CR-3:

During all weed abatement or grubbing operations within the project area, for adequate inspection of the ground surface prior to the commencement of construction. The monitoring program shall be coordinated with the nearby Soboba and Pechanga Bands of Luiseño Indians, as well as any other interested Tribe(s).

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| 9. Archaeological Resources | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| a) Alter or destroy an archaeological site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Source(s): On-Site Inspection, Project Application Materials, Historical/Archaeological Resources Report

Findings of Fact:

a, b) **Less Than Significant Impact.** CRM TECH carried out the field survey of the project area along with Native American monitors from the Soboba Band of Luiseño Indians and the Pechanga Band of Luiseño Indians. During weed abatement activities in a 100-foot-wide corridor along the north side of Ethanac Road, prehistoric bedrock milling feature sites were encountered. During the field survey, two previously undocumented prehistoric resources were identified and recorded within the project area, and are included in Table 7, below.

Table 7

| Site Number | Description |
|--------------------------|---|
| 33-028814 (CA-RIV-12924) | Three bedrock milling features with a slick on each |
| 33-028815 (CA-RIV-12925) | Bedrock milling feature with a slick |

Site 33-028814 (CA-RIV-12924, Bedrock Milling Features)

This prehistoric site consists of a group of granitic outcrops within an area of approximately 10x10 meters. No surface artifacts were found around the milling features, but additional bedrock milling features were observed to the northeast outside the project boundary, along the same drainage.

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Site 33-028815 (CA-RIV-12925, Bedrock Milling Feature)

This prehistoric site consists of a single bedrock milling feature located in a small drainage running generally north-south across the southern portion of APN 345-020-016, approximately 45 feet north of Ethanac Road. The feature, or boulder, measures approximately 2.9x2.8x1.0 meters and contains a lightly polished grinding slick measuring 30x30 centimeters. The site area was included in the weed abatement activities along Ethanac Road that were subject to archaeological monitoring, and no associated surface artifacts, midden soil, or any indication of subsurface cultural deposits were found. The weed abatement crew used a handheld weedwhacker around the milling feature, while elsewhere a bobcat with a mower attachment was used for the task.

Site CA-RIV-12925 cannot be avoided through Project redesign and will need to be relocated; this is a potentially significant impact. Implementation of Mitigation Measure CR-4 would reduce impacts to a less than significant level. No additional Mitigation Measures are required.

Mitigation Measure CR-4

Feature Relocation:

Prior to grading permit issuance, the Project Supervisor and Project Archaeologist shall meet on site to determine the strategy for relocating the milling features to a permanent open space area predetermined and designated on a confidential map. Before construction activities are allowed to start and using professional archaeological methods, any visible artifacts shall be recovered and recorded, photo documentation of each feature in situ shall occur. The current Department of Parks and Recreation forms for the sites shall be updated detailing which features were relocated, the process through which this was done, and updated maps using sub meter GIS technology to document the new location of each feature. The relocation information shall be included in the Phase IV Monitoring Report.

Monitoring:

Monitoring for Mitigation Measure CR-4:

Before construction activities are allowed to start any visible artifacts shall be recovered and recorded, photo documented in situ using professional archaeological methods shall occur.

- c) **Less Than Significant with Mitigation Incorporated.** During the field survey of the project site, no human remains or funerary items were encountered. Riverside County contains many sites that show evidence of prehistoric and cultural activities. Therefore, although no human remains were encountered during the field survey, exposure of such resources may occur during ground-disturbing activities. Therefore, possible significant adverse impacts have been identified and Mitigation Measure TCR-3 (provided in the Tribal Cultural Resources section of this document), would reduce any potential impacts related to the discovery of human remains during ground disturbing activities to less than significant levels.

Mitigation:

Refer to Mitigation Measure CR-3 above (and TCR-3 in Tribal Cultural Resources Section).

| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Monitoring:

Monitoring for Mitigation Measure CR-3:

During all weed abatement or grubbing operations within the project area, for adequate inspection of the ground surface prior to and during construction. The monitoring program shall be coordinated with the nearby Soboba and Pechanga Bands of Luiseño Indians, as well as other interested Tribe(s).

| ENERGY Would the project: | | | | |
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| 10. Energy Impacts | <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 Figure OS-5 “Renewable Energy Resources”, Riverside County Climate Action Plan (“CAP”), Southern California Gas Company-List of Communities Served, California Electric Utility Service Areas Map

Findings of Fact:

a) **Less Than Significant Impact.**

Electricity: Southern California Edison (SCE) provides electricity to the project site. The existing project site is mostly vacant with three existing structures, one of which is a residential structure. An additional seven buildings are proposed to be constructed to serve the proposed project. Therefore, development of the proposed project would cause a permanent increase in demand for electricity when compared to existing conditions. The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. Total electricity demand in SCE’s entire service area is estimated to increase by approximately 12,000 Gigawatt hours (GWh)—between the years 2015 and 2026.

According to the California Energy Commission’s Energy Report Generator for Riverside County, Non-Residential Sector for the year 2018, the Non-Residential Sector was responsible for 8295.965387 GWh of electricity consumption in the County. Electrical use at the project site will be for track and parking lot lighting and various uses within the 10 existing and proposed buildings. The proposed project is estimated to annually consume 0.54171515 GWh. The proposed project’s estimated annual electricity consumption compared to the 2018 annual electricity consumption of the overall Non-Residential Sector in the County of Riverside would account for approximately 0.00653 percent of total electricity consumption. The increase in electricity demand from the proposed project would therefore represent an insignificant percent of the overall demand in Riverside County. The proposed project’s electrical demand is not expected to significantly impact SCE’s level of service.

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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The proposed project has been designed to comply with the 2019 Building Energy Efficiency Standards. The County of Riverside would review and verify that the proposed project plans would comply with the most current version of the Building and Energy Efficiency Standards. The proposed project would also be required adhere to CALGreen, which establishes planning and design standards for sustainable developments, and energy efficiency. These sustainable features would be incorporated into the proposed project in which shall include high energy efficiency insulation, wall assemblies and windows to maximize insulation of cool or warm temperature; cool roof concrete roof tiles; radiant barrier roof sheathing; and energy efficiency heating and cooling systems. The development of the proposed project is not anticipated to conflict with achievement of the 60 percent Renewable Portfolio Standard established in the current SB 100. SCE and other electricity retailer's SB 100 goals include that end-user electricity use such as residential and commercial developments use would decrease from current emission estimates. The proposed project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation and no mitigation measures are recommended.

Natural Gas: The proposed project and surrounding area is serviced by Southern California Gas Company (SoCalGas). The project site is currently developed with three existing structures that occupy less than one percent of the project site and have little demand on natural gas. The Proposed Project will use natural gas for water heating. The proposed project is estimated to annually consume 0.00094 million Therms. Therefore, the development of the proposed project will create a permanent increase in the demand of natural gas. However, the existing SoCalGas facilities is expected to meet the increased demand of natural gas. According to the California Energy Commission's Energy Report Generator for Riverside County, Non-Residential Sector from the year 2018, the Non-Residential Sector was responsible for 139.193875 million Therms of natural gas consumption in Riverside County. The proposed project's estimated annual natural gas consumption compared to the 2018 annual natural gas consumption of the overall Non-Residential Sector in Riverside County would account for approximately 0.000674 percent of total natural gas consumption. Additionally, the commercial demand of natural gas is anticipated to decrease from approximately 81 billion cubic feet (bcf) to 65 bcf between the years 2015 to 2035. Therefore, the natural gas demand from the proposed project would represent an insignificant percentage to the overall demand in Riverside County. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are recommended.

- b) **Less than Significant Impact.** The County is home to over 4,000 wind turbines generating electricity at 21 commercial wind farms in the San Gorgonio Pass area, four large-scale commercial solar facilities in the eastern desert region, six hydroelectric facilities, three biogas/fuel cell facilities associated with wastewater treatment plants and six biomass facilities utilizing landfill methane capture and operated by the County directly.

The Riverside County General Plan includes a Climate Action Plan (CAP). Through the CAP the County of Riverside has established goals and policies that incorporate environmental responsibility into its daily management of residential, commercial and industrial growth, education, energy and water use, air quality, transportation, waste reduction, economic development and open space and natural habitats to further their commitment.

Construction of the proposed project would be temporary and limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would save fuel. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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during site clearing, grading, paving, and building construction. The County’s permissible hours for construction is 7:00 a.m. to 6:00 p.m. on non-holiday weekdays, including Saturdays. As on-site construction activities would be restricted between these hours, it is anticipated that the use of construction lighting would be minimal.

The State’s Title 24 energy efficiency standards are widely regarded as the most advanced energy efficiency standards. These standards help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. Policy OS 16.1 of the County of Riverside’s General Plan reinforces the implementation and enforcement of the California Code of Regulations (the “California Building Standards Code”) particularly Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code), as amended and adopted pursuant to County ordinance. The Policy also encourages establishing mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards within CCR Title 24. The proposed project would be required by State law to comply with the Title 24 energy efficiency standards and shall abide by the CAP. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project directly or indirectly:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| a) 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”

Findings of Fact:

While the County of Riverside is at risk from many natural and man-made hazards, the event with the greatest potential for loss of life or property and economic damage is an earthquake. This is true for most of Southern California, since damaging earthquakes are frequent, affect widespread areas, trigger many secondary effects and can overwhelm the ability of local jurisdictions to respond.

The major State legislation regarding earthquake fault zones is the Alquist-Priolo Earthquake Fault Zoning Act. In 1972, the State of California began delineating “Earthquake Fault Zones” (called “Special Studies Zones” prior to 1994) around and along faults that are “sufficiently active” and “well defined” to reduce fault-rupture risks to structures for human occupancy (Public Resources Code [PRC] Sections 2621–2630). The project site is not located within an Alquist-Priolo Earthquake Fault Zone.

- a) **Less Than Significant Impact.** The proposed project would have a significant impact if it would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. The project site is not located in an Alquist-Priolo Earthquake Fault Zone or

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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County of Riverside Earthquake Fault Study Zone. The project is located approximately 5.25 miles east of the Riverside Earthquake Fault Study Zone, the closest fault to the proposed project site. While light to moderate shaking of the site can be expected to occur during the lifetime of the proposed project, the project site is located outside any fault hazard zones. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

12. Liquefaction Potential Zone

a) Be subject to seismic-related ground failure, including liquefaction?

Source(s): Riverside County General Plan Figure S-3 “Generalized Liquefaction”

Findings of Fact:

a) **Less Than Significant Impact.** Liquefaction occurs when loose, unconsolidated, water-laden soils are subjected to shaking as a result of an earthquake, causing the soils to lose cohesion. The possibility of liquefaction occurring at a project site is dependent upon the occurrence of a significant earthquake in the vicinity, sufficient groundwater to cause high pore pressures, and on the grain size, plasticity, relative density, and confining pressures of the soil at the project site. As shown on Figure S-3 of the Riverside County General Plan, the project site has a very low liquefaction susceptibility. Since the project site has a very low liquefaction susceptibility, implementation of the proposed project would not expose people to adverse liquefaction hazards. Therefore, no significant adverse impacts are identified and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

13. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

Source(s): Riverside County General Plan

Findings of Fact:

In Riverside County, earthquake-triggered geologic effects include ground shaking, fault rupture, landslides, liquefaction, subsidence, and seiches. Earthquake risk is very high in the most heavily populated western portion of the county and the Coachella Valley, due to the presence of two of California's most active faults, the San Andreas and San Jacinto. Most of the loss of life and injuries from earthquakes are due to damage and collapse of buildings and structures. Building codes have generally been made more stringent following damaging earthquakes. For new development, the

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Riverside County Building and Safety Department enforces current building codes. Building codes establish specific site investigation requirements and define various standards by which hillside projects are assessed.

- a) **Less Than Significant Impact.** The project site is located in an area considered to have a very high ground-shaking risk according to Figure S-16 of the County’s General Plan. Threats are significant to development that includes structures, such as the proposed project. The use of specialized building techniques, enforcement of setbacks from local faults, and sound grading practices will help to mitigate potentially dangerous circumstances. The proposed project would be required to comply with all applicable California Building Code (CBC) requirements. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

14. Landslide Risk

- a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?

Source(s): Riverside County General Plan Figure S-4 “Earthquake-Induced Slope Instability Map” and Figure 15 “Mead Valley Area Plan Slope Instability”

Findings of Fact:

- a) **Less than Significant Impact.** The project site is identified as having high susceptibility on a portion of the site, and low to no susceptibility on the remaining portion, to seismically induced landslides and rockfalls (refer to Riverside County General Plan Figure 15 - Slope Instability of the Mead Valley Area Plan). Although the project site is not located on or near an Alquist-Priolo earthquake fault zone, California is known for its frequent seismic activity. The portion of the project site that would contain structures, however, is in an area considered low to no susceptibility to landslides and rockfalls. The proposed project would remain in its current state, excluding the existing and proposed structures which do not have a significant potential landslide hazard.

The project site is not 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-site or off-site landslide, lateral spreading, collapse, or rockfall hazard. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are 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 |
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15. Ground Subsidence

a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?

Source(s): Riverside County General Plan Figure S-7 “Documented Subsidence Areas Map”

Findings of Fact:

a) **Less Than Significant Impact.** The project site is located in an area identified as susceptible to subsidence as shown on Figure S-7 of the County’s General Plan. Ground subsidence and associated fissuring in Riverside County have resulted from both falling and rising groundwater tables. The proposed project is anticipated to comply with the California Building Code which would address any potential impacts to acceptable levels. Furthermore, the nature of activities that would occur on the project site are unlikely to be adversely impacted. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

16. Other Geologic Hazards

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

Source(s): Project Application Materials

Findings of Fact:

a) **No Impact.** The nearest lake to the project site is Canyon Lake, approximately 3.5 miles to the southeast. Impacts from a seiche are nonexistent for the project site. No volcanoes or areas susceptible to mudflow are known to occur on or near the project site. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

17. Slopes

a) Change topography or ground surface relief features?

b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?

c) Result in grading that affects or negates subsurface sewage disposal systems?

| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Source(s): Project Application Materials, Figure 14 “Mead Valley Area Plan Steep Slope”, Figure 15 “Mead Valley Area Plan Slope Instability”

Findings of Fact:

- a, b) **Less Than Significant Impact.** The proposed project would not change topography or ground surface relief, nor does it include cut or fill slopes (See Figure 3 – Site Plan). Grading of the project would mostly occur on the southeast corner of the project site and would include structures and parking lots. Additional parking lots would be implemented on the northeast corner of the project site. The area within the project site that would contain the tracks would not have significant grading other than track creation and maintenance. The proposed project anticipates benefitting from the project site’s current topography by incorporating grade changes into the track design with no cutting into existing slopes or creating new slopes. Therefore, no significant adverse impacts related to slopes are identified or anticipated and no mitigation measures are required.
- c) **No Impact.** The existing structures on-site utilize an on-site septic system which would be abandoned for the Proposed Project. A new septic system to meet disposal needs for all wastewater generated on-site and would be constructed prior to final site grading. The proposed project would not connect to a public wastewater conveyance and treatment. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

| 18. Soils | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| 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 (2019), creating substantial direct or indirect risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Source(s): U.S.D.A. Soil Conservation Service Soil Surveys, Project Application Materials

Findings of Fact:

- a) **Less Than Significant Impact.** As with any movement of soil, the continual maintenance of the proposed track facilities has the potential to loosen surface soils, thereby making soils susceptible to wind and/or water erosion. The County has required the submittal of a detailed Stormwater Pollution Prevention Plan (SWPPP) and a Water Quality Management Plan (WQMP) as a condition of approval for the proposed project. The preparation and implementation of the required SWPPP and WQMP would include Best Management Practices (BMPs) to reduce potential on-site erosion. Because operation of the motocross facility in

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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compliance with the SWPPP and the WQMP is mandated as a condition of approval, and soil erosion would be minimized. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

- b) **Less Than Significant Impact.** Expansive soils generally have a significant amount of clay particles, which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The extent of shrink/swell is influenced by the amount and kind of clay in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. The distribution of expansive soils can be widely dispersed, and they can occur in hillside areas as well as low-lying alluvial basins. There are six soil types on the project site. The mountainous areas of the site are composed mostly of a single soil type, while the rest of the soil types are found predominately in the lower flat areas and hill and gully system.

Cajalco rocky fine sandy loam (CbF2) is well-drained non-hydric soil that never ponds or floods. Cajalco rocky fine sandy loam is the dominant soil on the project site. Cajalco fine sandy loam (CaD2) is well-drained non-hydric soil that never ponds or floods. On the project site it occurs predominately in the eastern part of the western parcel and extending into the eastern parcel. It occurs mostly along the drainages. Honcut sandy loam (HnC), Lodo rocky loam (LpF2), and Las Posas loam (LaD2) also occur throughout the project site and are all non-hydric and well drained.

The proposed project would be required to comply with the Riverside County Building Code to ensure all project materials are satisfactory to acceptable standards. The project site plan would also be subject to review and approval by the County of Riverside. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

- c) **No Impact.** The proposed project would not be connected to a public wastewater conveyance and treatment system. The existing structures on-site utilize an on-site septic system which would be abandoned. A new septic system to meet disposal needs for all wastewater generated on-site would be constructed prior to final site grading. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

- a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?

Source(s): Riverside County General Plan Figure S-8 "Wind Erosion Susceptibility Map," Preliminary Hydrology Study and Drainage Analysis, Preliminary Water Quality Management Plan

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

- a) **Less Than Significant Impact.** The project site is rated “moderate” for wind erodibility, as shown in Figure S-8 of the County’s General Plan. As with any movement of soil, the proposed project would have the potential to loosen surface soils, thereby making soils susceptible to wind and/or water erosion. A Stormwater Pollution Prevention Plan (SWPPP) and a Water Quality Management Plan (WQMP) are required by the County and would reduce impacts of erosion to a level below significant with identified Best Management Practices (BMPs). The SWPPP and WQMP would address any issues related to potential on-site erosion. Because operation of the motocross facility in compliance with the required SWPPP and WQMP is mandated as a condition of approval, necessary actions to prevent erosion would be implemented. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

| 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 Handbook, CalEEMod

Findings of Fact:

- a) **Less than Significant Impact.** Emissions were estimated using the CalEEMod version 2016.3.2. Parameters used to estimate construction emissions, such as the worker and vendor trips and trip lengths, utilized the CalEEMod defaults. Operational emissions are categorized as area (operational use of the project), energy (generation and distribution of energy to the end use), mobile (vehicle trips), waste (collecting and hauling waste to the landfill), and water (generation and distribution of water to the land use). The operational mobile source emissions were calculated in accordance with the Traffic Impact Analysis prepared for the proposed project by Urban Crossroads in August 2019. The proposed project is anticipated to generate approximately 410 total daily trips. The anticipated total daily trips were inputted into the CalEEMod Version 2016.3.2 model to estimate the operational mobile source emissions. In addition to the operational emissions sources analyzed with CalEEMod, the proposed project was screened for emissions associated with the use of off-road motorcycles on-site.

Many gases make up the group of pollutants that contribute to global climate change, however, three gases are currently evaluated and represent the highest concentration of GHG: Carbon dioxide (CO₂), Methane (CH₄), and Nitrous oxide (N₂O). The County of Riverside Climate Action

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Plan (CAP) provides guidance on Riverside County’s GHG Inventory reduction goals, thresholds, policies, guidelines, and implementation programs. The CAP, prepared in accordance with SCAQMD, recognizes an annual GHG threshold of 3,000 MTCO₂E per year for new development. As such, the modeled emissions anticipated from the Proposed Project compared to the SCAQMD and CAP threshold are shown below in Table 8 and Table 9.

As shown in Table 8 and Table 9, the proposed project’s emissions would not exceed the SCAQMD and CAP annual 3,000 MTCO₂e threshold of significance. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

**Table 8
Greenhouse Gas Construction Emissions
(Metric Tons Per Year)**

| Source/Phase | CO ₂ | CH ₄ | N ₂ O |
|----------------------------------|-----------------|-----------------|------------------|
| Site Preparation | 106.9 | 0.0 | 0.0 |
| Grading | 441.3 | 0.1 | 0.0 |
| Building Construction | 1,128.0 | 0.1 | 0.0 |
| Paving | 109.0 | 0.0 | 0.0 |
| Architectural Coating | 214.0 | 0.0 | 0.0 |
| Total (MTCO₂e) | 2,006 | | |
| SCAQMD and CAP Threshold | 3,000 | | |
| Significant | No | | |

Source: CalEEMod 2016.3.2, Annual Emissions

**Table 9
Greenhouse Gas Operational Emissions
(Metric Tons Per Year)**

| Source | CO ₂ | CH ₄ | N ₂ O |
|----------------------------------|-----------------|-----------------|------------------|
| Area | 0.1 | 0.0 | 0.0 |
| Energy | 177.6 | 0.0 | 0.0 |
| Mobile | 303.7 | 0.0 | 0.0 |
| Waste | 9.0 | 0.5 | 0.0 |
| Water | 20.8 | 0.1 | 0.0 |
| Off-Road Motorcycles On-Site* | 360.9 | N/A | N/A |
| Total (MTCO₂e) | 889.6 | | |
| SCAQMD and CAP Threshold | 3,000 | | |
| Significant | No | | |

Source: CalEEMod 2016.3.2, Annual Emissions

*Reference Off-Road Motorcycle Emissions

- b) **Less than Significant Impact.** As referenced above, the County of Riverside CAP, originally adopted in 2015 and revised in December 2019, contains further guidance on Riverside County’s GHG Inventory reduction goals, thresholds, policies, guidelines, and implementation programs. In particular, the CAP elaborates on the General Plan goals and policies relative to the GHG emissions and provides a specific implementation tool to guide future decisions of the County of Riverside.

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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The CAP was designed under the premise that the County of Riverside, and the community it represents, is uniquely capable of addressing emissions associated with sources under Riverside County's jurisdiction, and that Riverside County's emission reduction efforts should coordinate with the state strategies of reducing emissions in order to accomplish these reductions in an efficient and cost-effective manner. The County of Riverside developed the CAP with the following purposes in mind:

- Create a GHG emissions baseline from which to benchmark GHG reductions.
- Provide a plan that is consistent with and complementary to: the GHG emissions reduction efforts being conducted by the State of California through the Global Warming Solutions Act (AB32), federal government through the actions of the Environmental Protection Agency (EPA), and the global community through the Kyoto Protocol.
- Guide the development, enhancement, and implementation of actions that reduce GHG emissions.
- Provide a policy document with specific implementation measures meant to be considered as part of the planning process for future development projects.

By implementing the CAP, the County of Riverside is able to determine that projects that are consistent with the plan will not have significant GHG-related impacts. Coordination with CARB, SCAQMD, and the State Attorney General's office ensures that the inventories and reduction strategies presented in the CAP adequately address the County of Riverside's emissions. The CAP, prepared in accordance with SCAQMD, recognizes an annual GHG threshold of 3,000 MTCO₂E per year for new development. As demonstrated in Table 8 and Table 9, above, the proposed project would not exceed the SCAQMD and CAP annual threshold; and therefore, the proposed project does not conflict with local or regional GHG plans. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

| HAZARDS AND HAZARDOUS MATERIALS | Would the project: | | | |
|---|---------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 21. Hazards and Hazardous Materials | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

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

Findings of Fact:

a, b) **Less Than Significant Impact.** A Phase I Environmental Site Assessment (ESA), dated October 2020, was completed by Lilburn Corporation (available at County offices for review). The ESA examines the existing environmental conditions upon, and in the vicinity of the subject property and identifies land uses that may pose a Recognized Environmental Condition (REC) affecting the use or continued use of the subject property. The purpose of the ESA is to assess historical uses that may have affected the subject site specifically relating to the presence or likely presence of a REC such as hazardous materials or petroleum products.

On the project Site Plan, three historic sites are identified Site 33-028818, Site 33-028816, and Site 33-028819. CRM Tech describes the following in their Revised Historical/Archaeological Resources Report¹: Through the rise and fall of the Good Hope Mine to its south, the project area was only marginally involved in the mining fervor. A 34.32-acre mineral patent acquired by the Good Hope Consolidated Gold Mining Company in 1893 extended slightly into Section 10 in close proximity to the southeastern corner of the project area (BLM n.d.), but there is no evidence that the project area was ever involved in the mining operations at Good Hope. Nor is there evidence that any mineral “strike” ever occurred independently on this property despite the fact that several mining adits and/or shafts are visible within the project boundaries in aerial photographs from the mid-1960s, the earliest available for this area (NETR Online 1966; 1967). A description for each site, as recorded is presented below.

Site 33-028816 (CA-RIV-12926, Mining Adit and Shaft)

This historic-period site consists of a mining shaft and an adit located on the eastern slope of a hill. The shaft is approximately 19 feet deep, and the opening measures approximately 13.5x12 feet. Some of the tailings have been dumped into the shaft, apparently in an attempt to backfill it. The opening of the adit is approximately 165 feet east of the shaft and measures approximately 4x4 feet, and the adit was dug roughly 16 feet into the hillside. Some of the tailings from the adit are deposited in front of the entrance.

Site 33-028818 (CA-RIV-12928, Prospect Pit)

This historic-period site consists of a prospect pit located approximately 200 feet south of the mining shaft at Site 33-028816. The pit measures roughly 16x16 feet in dimension at the top and is about 5 feet deep at the maximum.

¹ CRM TECH, Historical/Archaeological Resources Report, Milestone MX Ethanac Road Motorcycle Park Project, 21220 Ethanac Road, Riverside County, August 2, 2019, Revised March 3, 2020, pgs. 13, 16, and 17.

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Site 33-028819 (CA-RIV-12929, Mining Adit and Prospect Pits)

This historic-period site consists of a mining adit and two prospect pits. The adit runs in a northwest-southeast direction for a total length of approximately nine feet, and the entrance measures roughly 5x3 feet. One of the prospect pits is located approximately 55 feet north of the adit and measures 26x25 feet in size and 8 feet in depth. The other pit is located approximately 35 feet northwest of the adit and measures 32x25 feet in size and 10 feet in depth. Tailings were deposited adjacent to the pits, and all three features were partially refilled. No historic-period artifacts were found at the site.

Lilburn Corporation’s Principal Geologist, who is a prior Riverside County Geologist very knowledgeable of the Good Hope mine writes: The features on-site, consisting of adits, pits, and shallow shafts are exploratory features only. These features are typical of mining districts in that mining prospectors generally excavated exploratory pits, pits, or shallow shafts to determine the potential for mineral resources prior to developing a producing mine. They are not connected to the former Good Hope Mine. The area in and around the Good Hope Mine is referred to as the Pinacate Mining District (Sampson, R.J., and Tucker, W.B., 1945, Mineral Resources of Riverside County; California Division of Mines and Geology, Vol. 41, No. 3, P. 132-3).

It is reported that the Good Hope Mine was mined to a depth of 575 feet, with several levels mined below the 250 foot level. The upper most levels, at 250 and 350 feet, are reported to be approximately 1,000 feet in length, while the deeper levels extended horizontally less than 1,000 feet. These subsurface workings are contained on the Good Hope Mine property and do not extend onto the subject property located approximately 0.5 miles from the Good Hope Mine. There appears to be no evidence of gold ore processing (crushing, milling, concentrating) related to the adits and shafts on the subject property. If any processing of the material from these excavations occurred, it more than likely was taken off-site, possibly to the mill site at the Good Hope Mine. The tailings on this site appear to be native, non-ore bearing soil and rock materials generated from the adit and shaft excavations.

During the site visit conducted for this Phase I ESA, it was apparent there was no connection to other abandoned or active mine operations. The two abandoned mine adits located during the site visit each measured approximately 1-1/2 to 2 feet in diameter and were shallow with varying depths and opening widths.

The current property owner’s representative, Mr. Aaron Cooke states that at the time the property was purchased (2018), Code Enforcement notified them that there was an illegal outdoor marijuana grow operation active on the site prior to their purchase at the location. The greenhouses are shown on the 2009 aerial photograph. There was also a construction debris refuse pile to the west of the grow operation. The remains of these two activities were removed by the property owner in 2019.

No hazardous substances or petroleum products, unidentified substance containers, odors, pools of liquid, or any other potential environmental areas of concern were observed. The majority of the subject site is currently undeveloped. No RECs were observed during the site visit and no RECs were observed upon observation of adjacent properties. Furthermore, EDR aerial photographs of the subject site showed no potentially hazardous uses at the site or its surrounding area. However, based on interviews conducted, and the proposed development of two racetrack structures that would be occasionally occupied by employees and visited by track

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

visitors, a limited Phase II Investigation is recommended. The Phase II is being undertaken and will be limited to soil testing using DTSC Guidance for TPH, VOCs, and metals; and herbicides and pesticides. The Proposed Project would be conditioned to complete additional testing or remediation prior to issuance of occupancy permits should any test results show higher than acceptable limits. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

- c) **No Impact.** The project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During construction the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Post-construction activities at the site would not interfere with an adopted emergency response or evacuation plan. The primary site access is provided via Ethanac Road which would be maintained for ingress/egress at all times. No impacts are identified or anticipated and no mitigation measures are required.
- d) **No Impact.** The closest existing school to the project site is California Ranch School located approximately 1.2 miles north of the project site at 21135 Olympia Avenue in Perris. No existing or proposed schools are within one-quarter mile of the project site. Therefore, no impacts are identified or anticipated and no mitigation measures are required.
- e) **No Impact.** According to the Department of Toxic Substances Control EnviroStor Database, the project site is not located on a hazardous material site, as listed pursuant to Government Code Section 65962.5. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

| 22. Airports | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| 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 (2) 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" and Figure C-5 "Airport Influence Areas"

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

Findings of Fact:

a-d) **No Impact.** The project site is not located within an Airport Master Plan, airport influence area, or airport compatibility zone. The nearest airport is the Perris Valley Airport-L65., located approximately 4.25 northeast of the project site. Based on its location, the proposed project would not require review by the Airport Land Use Commission. Furthermore, the proposed project is not located within the vicinity of any private airports or heliports. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

| 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 ground water 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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, Preliminary Water Quality Management Plan, Preliminary Hydrology Study & Drainage Analysis

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

Findings of Fact:

- a, i) **Less Than Significant with Mitigation.** The proposed project would disturb a 93.4-acre site and therefore would be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State’s General Construction permit include removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a Stormwater Pollution Prevention Plan (SWPPP). The purpose of an SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction.

The NPDES also requires a Water Quality Management Plan (WQMP). In July 2019, a Preliminary WQMP (available at County offices for review) for the proposed project was prepared by Joseph E. Bonadiman & Associates, Inc., to comply with the requirements of the County of Riverside and the NPDES Area Wide Stormwater Program. The WQMP includes mandatory compliance of BMPs as well as compliance with NPDES Permit requirements. Review and approval of the WQMP by the County of Riverside would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the project site. To ensure potential impacts are reduced to less than significant, Mitigation Measure WQ-1 shall be implemented.

- b) **Less Than Significant Impact.** Construction and operation of the proposed project would not interfere substantially with any groundwater recharge facilities. The overall depth to existing water table is estimated at greater than 10 feet. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
- c) **Less Than Significant Impact.** The proposed project entails the construction of a motocross facility on an undeveloped 93.4-acre property on Ethanac Road in the County of Riverside. The project site and watershed consist of mostly undeveloped land cover with native brush typical of the area. Due to the fact that the proposed project does not include significant impervious area nor would there be any significant alteration of any drainage patterns, the post-development conditions will be similar to the existing conditions. Final site design shall include a reevaluation of hydrologic conditions to confirm no changes will occur to the existing drainage patterns or impervious areas. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
- d) **Less Than Significant with Mitigation.** Erosion is the process by which material is removed from Earth’s surface most commonly by wind or water. Erosion is more likely if soils are left unprotected. The project site is mostly vacant and will remain at its current state with the exception of the proposed seven structures. The existing and proposed structures would be 1.1% of the coverage of the entire project site. Areas of the project site that would remain barren are subject to the BMPs set forth in the PWQMP as mentioned above. To ensure potential impacts are reduced to less than significant, Mitigation Measure WQ-1 shall be implemented.

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

e, f) **Less Than Significant Impact.** As mentioned in the PWQMP, the project site does not have any Drainage Management Areas (DMAs) with a seasonal high groundwater mark shallower than 10 feet. Also, the project site does not have any DMAs located within 100 feet of a water supply well. "LID Bioretention/Biotreatment BMPs" would be used for some or all DMAs of the project.

LID Bioretention Facilities are shallow, vegetated basin underlain by an engineered soil media. Healthy plant and biological activity in the root zone maintain and renew the macro-pore space in the soil and maximize plant uptake of pollutants and runoff. This keeps the BMP from becoming clogged and allows more of the soil column to function as both a sponge (retaining water) and a highly effective and self-maintaining biofilter. In most cases, the bottom of a Bioretention Facility is unlined, which also provides an opportunity for infiltration to the extent the underlying on-site soil can accommodate. When the infiltration rate of the underlying soil is exceeded, fully biotreated flows are discharged via underdrains. Bioretention Facilities therefore will inherently achieve the maximum feasible (but highly biotreated) discharge to the storm drain system.

Implementation of the proposed project is not anticipated to create any changes in the existing flows on- or off-site. The project site contains no significant impervious areas and no alteration of drainage patterns would occur. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

g, h) **No Impact.** The project site is located in FEMA Flood Insurance Rate Map (FIRM) 06065C20321G and in FEMA Flood Zone "X", dated August 28, 2008. Zone "X" is defined as an "Area of Minimal Flood Hazard." The project site is not in a Special Flood Hazard Areas as shown on Figure S-9 of the County's General Plan. No impacts are identified or anticipated and no mitigation measures are required.

Mitigation:

Mitigation Measure WQ-1:

The Project Proponent shall implement all Non-Structural Source Control Best Management Practices and Structural Source BMPs as listed in the final WQMP to be approved by the County.

Monitoring:

Monitoring for Mitigation Measure WQ-1:

Planning staff shall verify implementation of the above mitigation measure throughout construction/on-site inspections. The verification shall be completed throughout construction of the project, and periodically during operation.

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

LAND USE/PLANNING Would the project:

| | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 24. Land Use | | | | |
| 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

Source(s): Riverside County General Plan

Findings of Fact:

- a) **No Impact.** The proposed project has been identified as a Recreational Use, which complies with eligible land uses for the land use designation Rural Residential and Rural Mountainous, in which the project site occurs in. The proposed project does not conflict with the County land use plans. Therefore, no impacts are identified or anticipated and no mitigation measures are required.
- b) **No Impact.** The proposed project is located in unincorporated Riverside County, and located within the City of Perris sphere of influence. The project site and the immediate surrounding areas are designated Rural Mountainous and Rural Residential. The project is not proposing drainage channels, bridges, easements or any other facility that would have the ability to divide the physical arrangement of an established community. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MINERAL RESOURCES Would the project:

| | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 25. Mineral Resources | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Findings of Fact:

- a, b) **Less Than Significant Impact.** The project site is located in a region identified as Mineral Resource Zone-3 (MRZ-3) as shown in Figure OS-6 of the County's General Plan. Areas

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

identified as MRZ-3 are areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined. The project site is currently developed with an existing residence and associated structures and the operation of the motocross facility would not result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

- c) **Less Than Significant Impact.** A Historical/Archaeological Resources Report, dated August 2019, was completed by CRM Tech, Inc. (CRM Tech) (available at County Offices for Review). The Historical/Archaeological Resources Report described some existing mine openings (adits) and one shallow shaft that occur on the project site, referenced as sites 33-028816, 33-028818, and 33-028819 in the Historical/Archaeological Resources Report. These sites would be made inaccessible by either backfilling or installing fencing around the sites. None of the sites are considered significant cultural resources under CEQA. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

| NOISE Would the project result in: | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 26. Airport Noise | | | | |
| a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) 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 located 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

Findings of Fact:

- a, b) **No Impact.** The project site is not located within an Airport Master Plan, airport influence area, or airport compatibility zone. The nearest airport is the Perris Valley Airport-L65., located approximately 4.25 northeast of the project site. The proposed project is not located within the vicinity of any private airports or heliports. Therefore, no impacts are identified or anticipated and no mitigation measures are 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 | | | | |
| 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, Riverside County Ordinance No. 847 As Amended Through 847.1 (Regulating Noise), JS 63 MX (F.K.A Milestone MX Ethanac Road Motorcycle Park) Noise Impact Analysis Prepared by Urban Crossroads Dated August 20, 2021.

Findings of Fact:

- a) **Less Than Significant Impact.** A Noise Impact Analysis was prepared by Urban Crossroads in August 2021 (available at County offices for review) to provide an assessment of potential noise impacts resulting from a proposed motocross facility. The report is summarized herein. Noise can be measured in the form of a decibel (dB), which is a unit for describing the amplitude of sound. The predominant rating scales for noise in the State of California are the Equivalent-Continuous Sound Level (L_{eq}), and the Community Noise Equivalent Level (CNEL), which are both based on the A-weighted decibel (dBA). The L_{eq} is defined as the total sound energy of time-varying noise over a sample period. The CNEL is defined as time-varying noise over a 24-hour period with a weighted factor of 5 dBA applied to the hourly L_{eq} for noise occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA applied to events occurring between (10:00 p.m. and 7:00 a.m. defined as sleeping hours). The State of California’s Office of Noise Control has established standards and guidelines for acceptable community noise levels based on the CNEL and L_{dn} rating scales. The purpose of these standards and guidelines is to provide a framework for setting local standards for human exposure to noise.

Off-Site

Traffic generated by the operation of the proposed project would influence noise levels in surrounding off-site areas. To quantify the traffic noise increases on the surrounding off-site areas, the traffic noise levels on eight roadway segments surrounding the project site were calculated based on the change in the average daily traffic (ADT) volumes. The study road segments are as follows:

- SR-74-north of Theda Street
- SR-74-south of Theda Street
- SR-74-north of Ethanac Road
- SR-74-south of Ethanac Road
- SR-74-north of River Road
- SR-74-south of River Road
- SR-74-south of Meadowbrook Avenue
- Ethanac Road-west of SR-74

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

A significant off-site traffic noise level impact occurs when the noise levels at existing and future noise-sensitive land uses (e.g. residential, etc.):

- Are less than 60 dBA CNEL and the project creates a *readily perceptible* 5 dBA CNEL or greater project-related noise level increase; or
- Range from 60 to 65 dBA CNEL and the project creates a *barely perceptible* 3 dBA CNEL or greater project-related noise level increase; or
- Already exceed 65 dBA CNEL, and the project creates a community noise level increase of greater than 1.5 dBA CNEL

Existing conditions for the project site without the proposed project exterior noise levels are expected to range from 51.4 to 79.4 dBA CNEL. The existing conditions for the project site with the proposed project exterior noise levels are expected to range from 51.4 to 79.4 dBA CNEL. The proposed project is anticipated to generate a noise level increase of up to 5.5 dBA CNEL. Opening year with project conditions plus cumulative ambient growth would range from 57.0 to 79.8 dBA CNEL. The proposed project off-site traffic noise level increase would approach 5.5 dBA CNEL. While the noise sensitive residential land uses located on Ethanac Road west of SR-74 will experience an off-site project related traffic noise level increase of 5.5 dBA CNEL, the exterior noise levels of 57.0 dBA CNEL at the boundary of the right-of-way will remain well below the exterior transportation related noise level standards of 65 dBA CNEL.

Construction Noise Analysis

On-site construction noise represents a short-term increase on the ambient noise levels associated with the development of the Project on nearby receivers. Construction-related noise impacts are expected to create temporary and intermittent high-level noise conditions at receivers surrounding the Project site when certain activities occur at the Project site boundary. Using sample reference noise levels to represent the planned construction activities, this analysis estimates the Project-related construction noise levels at nearby sensitive receiver locations. Since the General Plan and Municipal Codes do not identify specific construction noise level limits, this analysis relies on the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive residential land use.

This analysis shows that the Project-related short-term construction noise levels are estimated to range from 50.1 to 69.5 dBA L_{eq}. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA L_{eq} significance threshold during Project construction activities. Therefore, the noise impacts due to Project construction noise are considered less than significant at all receiver locations.

Operational

Using reference noise levels to represent the potential noise sources within the project site, the analysis estimates the project-related operational noise levels at the nearby noise-sensitive receiver locations. Table 10 identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location.

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

**Table 10
24-Hour Ambient Noise Level Measurements**

| Location ¹ | Description | Energy Average Noise Level (dBA L _{eq}) ² | | CNEL |
|-----------------------|---|--|-----------|------|
| | | Daytime | Nighttime | |
| L1 | Located north of the project site on Sharp Road near existing residential home and vacant land. | 53.5 | 44.8 | 54.2 |
| L2 | Located east of the project site. | 49.0 | 47.8 | 54.5 |
| L3 | Located south of the project on Read Street and Ethanac Road near existing residential home. | 50.0 | 49.0 | 55.8 |
| L4 | Located on the southern boundary of the project site near existing vacant land. | 46.7 | 43.3 | 50.8 |

¹ Noise level measurement locations.

² Energy (logarithmic) average levels.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

A summary of the existing hourly ambient noise levels is described below:

- Location L1 represents the noise levels north of the Project site on Sharp Road near existing residential home and vacant land. The noise levels at this location consist primarily of traffic noise from Sharp Road. The noise level measurements collected show an overall 24-hour exterior noise level of 54.2 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 53.5 dBA L_{eq} with an average nighttime noise level of 44.8 dBA L_{eq}.
- Location L2 represents the noise levels east of the Project site. The ambient noise levels at this location account for traffic on Spring Street. The noise level measurements collected show an overall 24-hour exterior noise level of 54.5 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 49.0 dBA L_{eq} with an average nighttime noise level of 47.8 dBA L_{eq}.
- Location L3 represents the noise levels south of the project on Read Street and Ethanac Road near existing residential home. The noise level measurements collected show an overall 24-hour exterior noise level of 55.8 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 50.0 dBA L_{eq} with an average nighttime noise level of 49.0 dBA L_{eq}. The noise levels at this location consist primarily of traffic noise from Ethanac Road.
- Location L4 represents the noise levels on the southern boundary of the Project site near existing vacant land. The 24-hour CNEL indicates that the overall exterior noise level is 50.8 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 46.7 dBA L_{eq} with an average nighttime noise level of 43.3 dBA L_{eq}. Traffic on Ethanac Road represents the primary source of noise at this location.

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

Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, outpatient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals. Sensitive receivers identified nearest to the project site are listed below:

- R1: Located approximately 530 feet north of the project site, R1 represents existing single family-residential home. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents the existing residential home located northeast of the project site at roughly 1,225 feet, on the west side of Spring Street just south of Sharp Road. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R3: Location R3 represents a noise sensitive use west of Spring St approximately 2,104 feet from the project site, at 25401 Spring Street. A 24-hour noise measurement near this location, L2, is used to describe the existing ambient noise environment.
- R4: Location R4 represents the existing residential homes on the northeast side of Ethanac Road approximately 1,753 feet from the project site. A 24-hour noise measurement near this location, L3, is used to describe the existing ambient noise environment.
- R5: Location R5 represents the existing residential home on the north side of Ethanac Road at approximately 1,303 feet from the project site. A 24-hour noise measurement near this location, L3, is used to describe the existing ambient noise environment.
- R6: Location R6 represents the existing residential home on the south side of Ethanac Road at approximately 709 feet from the project site. A 24-hour noise measurement near this location, L3, is used to describe the existing ambient noise environment.

To estimate the project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed project. Noise levels that would be experienced at receiver locations when project-source noise is added to the daytime ambient conditions are presented on Table 11.

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

**Table 11
Reference Noise Level Measurements**

| Receiver Location ¹ | Total Project Operational Noise Level ² | Measurement Location ³ | Reference Ambient Noise Levels ⁴ | Combined Project and Ambient ⁵ | Project Increase ⁶ | Increase Criteria ⁷ | Increase Criteria Exceeded? ⁷ |
|--------------------------------|--|-----------------------------------|---|---|-------------------------------|--------------------------------|--|
| R1 | 54.7 | L1 | 53.5 | 57.1 | 3.6 | 5.0 | No |
| R2 | 50.0 | L1 | 53.5 | 55.1 | 1.6 | 5.0 | No |
| R3 | 48.0 | L2 | 49.0 | 51.5 | 2.5 | 5.0 | No |
| R4 | 49.8 | L3 | 50.0 | 52.9 | 2.9 | 5.0 | No |
| R5 | 52.1 | L3 | 50.0 | 54.2 | 4.2 | 5.0 | No |
| R6 | 53.3 | L3 | 50.0 | 55.0 | 5.0 | 5.0 | No |

¹ Sensitive receiver locations.

² Total Project operational noise levels.

³ Reference noise level measurement locations.

⁴ Observed daytime ambient noise levels.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

⁷ Significance Criteria.

As shown in Table 11, the project-related operational noise sources are expected to include Main MX Track, Veteran MX Track, roof-top air conditioning units, and parking lot MX staging. As indicated in the NIA, the proposed project will contribute an operational noise level increase during the daytime hours of 1.6 to 5.0 dBA L_{eq} . The project-related operational with existing conditions noise level contributions of 48.0 to 54.7 dBA L_{eq} are shown to satisfy the daytime significance criteria of 65 dBA L_{eq} as established in the County of Riverside General Plan Noise Element Policy 4.1, and the impacts at the sensitive receiver locations will be less than significant. Project operational stationary-source noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

The project site occurs adjacent to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation Area. As discussed in Section/Question 7(g) of this document, the MSHCP states that "Proposed noise generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms or walls to minimize the effects of noise on the MSHCP Conservation Area resources pursuant to applicable rules, regulations and guidelines related to land use noise standards. For planning purposes, wildlife within the MSHCP Conservation Area should not be subject to noise that would exceed residential noise standards." The NIA determined impacts to the MSHCP Conservation Area as a result of noise levels from the proposed project. Since the proposed project includes noise generating motocross activities, operational noise levels have been calculated at the project boundaries in order to estimate the project-related noise levels within the adjacent MSHCP Conservation Area.

The NIA relied on the 65 dBA L_{eq} exterior noise level limit identified by Policy N 4.1 of the General Plan. The NIA produced five MSHCP receiver locations at the project site's boundary to estimate the highest noise levels within the nearby MSHCP Conservation Area. In summary, based on the noise levels obtained from the five receiver locations, the project-related noise levels are expected to range from 59.7 to 63.0 dBA L_{eq} . The analysis shows that project-related operational motocross noise levels will satisfy the 65 dBA L_{eq} exterior noise level threshold identified for the

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

adjacent MSHCP Conservation Area. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

- b) **Less Than Significant Impact.** Ground-borne vibration and ground-borne noise could originate from earth movement activities during the construction phase of the proposed project. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. At distances ranging from 530 to 2,104 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.001 in/sec RMS and will remain below the [Keywords] threshold of 0.01 in/sec RMS at all receiver locations. Therefore, the Project-related vibration impacts are considered less than significant during the construction activities at the Project site.

No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

PALEONTOLOGICAL RESOURCES:

28. Paleontological Resources

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

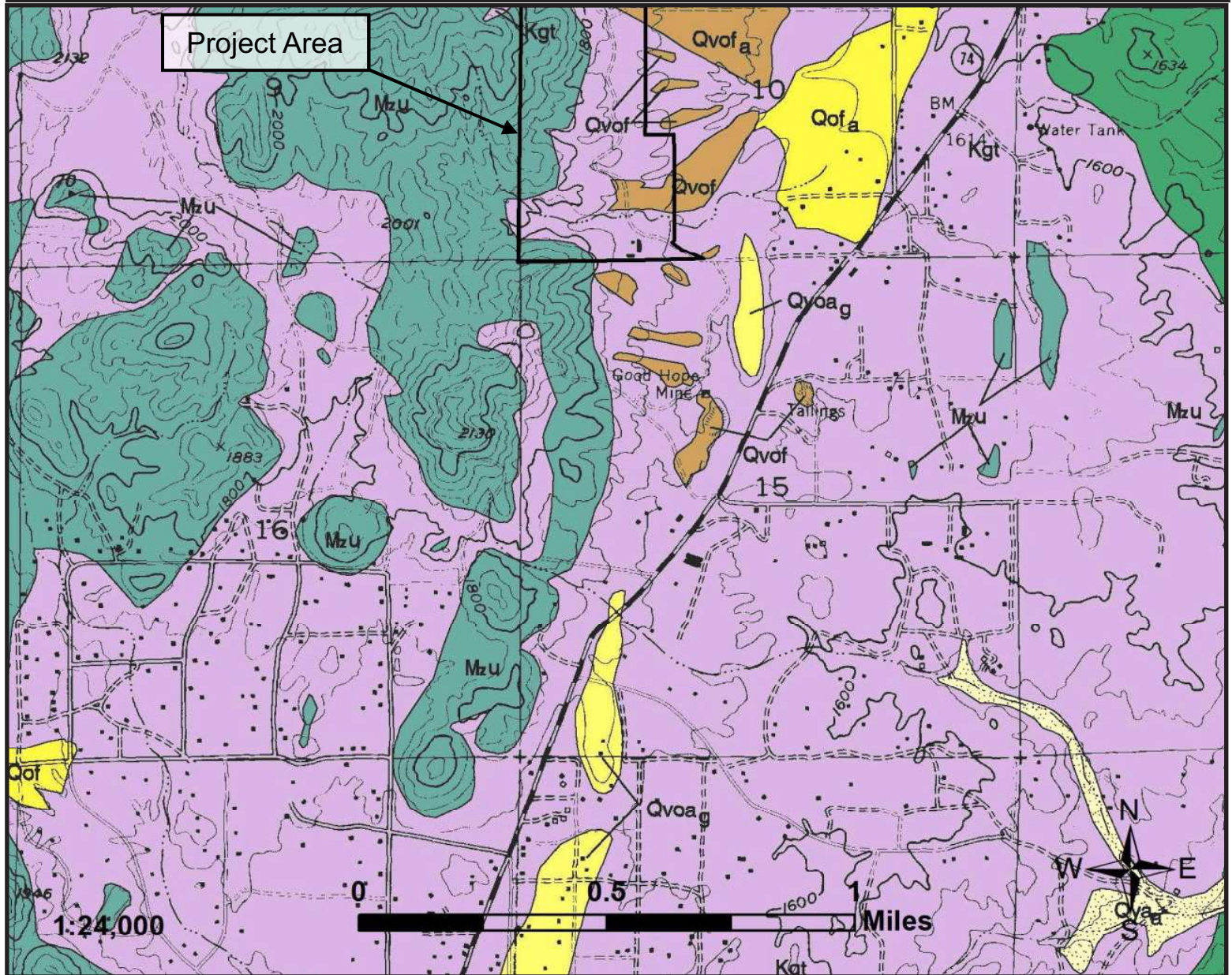
Source(s): Riverside County General Plan Figure OS-8 “Paleontological Sensitivity,” On-Site Inspection, Project Application Materials, Historical/Archaeological Resources Report

Findings of Fact:

- a) **Less Than Significant with Mitigation Incorporated.** A Phase I Paleontological Resources Inventory, dated September 15, 2020, was completed by L&L Environmental, Inc. (available at County offices for review) for the proposed project to review potential impacts to paleontological resources. The Phase I Paleontological Resources Inventory included a records/literature review of paleontological resources known to exist on or near the project area. Results of the record search review provided by the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County (LACM) indicate that there are no previously recorded paleontological resources within the parcel or within a 1-mile radius of the current project area.

A comprehensive museum collections records search indicated no previously recorded sites on or immediately adjacent to the property. The project area is underlain by Quaternary very old alluvial fan deposits as shown in Figure 4 – Geologic Location. The LACM records search response letter indicated that no vertebrate fossils have been found on-site or nearby; however, fossils have been found in similar sediments in the general vicinity. The potential for additional destruction of paleontological resources during surficial earthmoving during construction is considered absent due to the level of previous disturbance and the non-fossiliferous nature of the strata as shown in Table 12, below:

- Kgt = Massive textured tonalite: Brown-weathering, massive, relatively heterogeneous, hypersthene-bearing biotite-hornblende tonalite. Most abundant rock type in complex. Equant-shaped mesocratic to melanocratic inclusions are common. Zircon age is 112.9 Ma_d and 113.6 Ma_p.
- MzU = Metasedimentary rocks, undifferentiated (Mesozoic): Wide variety of low-to high-metamorphic grade metamorphic rocks. Most occurrences include biotite schist.
- Qvoag = Very Old alluvial-channel deposits (middle to early Pleistocene): Fluvial sediments deposited on canyon floors. Consists of moderately to well-indurated, reddish-brown, mostly very dissected gravel, sand, silt, and clay-bearing alluvium. In places, includes thin, discontinuous alluvial deposits of Holocene age. Deposits in Quail Valley and Railroad Canyon area contain round cobbles.
- Qvof = Very old alluvial-fan deposits (middle to early Pleistocene): Mostly well-dissected, well-indurated, reddish-brown alluvial-fan deposits. Grain size chiefly sand and gravel.



Source: L&L Environmental, Inc. PHASE I PALEONTOLOGICAL RESOURCES INVENTORY. September 2020. Figure 4, Page 13

GEOLOGIC LOCATION

Motorcycle Park
Riverside County, California

FIGURE 4

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

**Table 12
Paleontological Sensitivity Potential of Lithologic Unit(s) Present**

| Lithologic Unit | Paleontological Sensitivity |
|--|--|
| Quaternary very old alluvial fan deposits (Qvof) | Absent due to previous disturbance associated with gold mining |
| Cretaceous massive textured tonalite (Kgt) | No potential (metamorphic rock) |
| Mesozoic Metasedimentary rocks, undifferentiated (MzU) | No potential (metamorphic rock) |

Source: L&L Environmental, Inc. Phase I Paleontological Resources Inventory, September 15, 2020. Figure 4, Page 13.

Impacts are considered to be less than significant and a mitigation monitoring is not recommended during construction earthmoving operations and a Paleontological Resource Impact Mitigation Plan (PRIMP) is not recommended nor required. No significant adverse impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No monitoring is required.

Monitoring: No monitoring is required.

| POPULATION AND HOUSING | Would the project: | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 29. Housing | | | | |
| a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 unplanned 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, Riverside County General Plan

Findings of Fact:

a-c) **Less Than Significant Impact.** The project site contains one residential structure that is vacant and would be improved for reuse as part of the proposed project. A caretaker would live on the property to provide security and ensure 24/7 control of operating hours and noise levels during quiet hours. The surrounding area is mostly vacant with scattered residential properties. Implementation of the proposed project would not displace existing residents or require construction of replacement housing. The proposed project is considered a "recreational use". Employees of the proposed project would come from the local community. Additionally, customers of the proposed project would be commuters from other regions for recreational use of the facility. Most would be current customers of a similar track in Perris scheduled to be closed prior to the subject track being operational. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are 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 following public services:

30. Fire Services

Source(s): Riverside County General Plan Safety Element, Riverside County Fire Department

Findings of Fact:

Less Than Significant Impact. Riverside County provides Fire and Emergency Services to residents of unincorporated areas of Riverside County. The department consists of 100 fire stations within Riverside County, which provide administrative and operational support. The fire station closest to the project site is Station No. 1 located approximately 4.5 miles northeast at 210 West San Jacinto Avenue in the City of Perris. Implementation of the proposed project would not increase demand of fire protection services for the project site. The project would be subject to Development Impact Fees for fire services that would contribute to potential future facilities and reduce fire services impacts to less than significant levels. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

31. Sheriff Services

Source(s): Riverside County General Plan, City of Perris General Plan

Findings of Fact:

Less Than Significant Impact. The Riverside County Sheriff's Department, under contract with the City of Perris and operating as the Perris Police Department, provides law enforcement services to the City of Perris and a sizeable area of unincorporated Riverside County, including the project site. The Perris Station of the Riverside County Sheriff's Department (Perris Police Station) is located at 403 East 4th Street in Perris. As of 2002, a total of 177 Sheriff's Department Personnel was assigned to the Perris Station. This includes 133 sworn peace officers. 40 of the sworn officers are assigned to serve the City of Perris under terms of the contract between the City and the Riverside County Sheriff's Department. Implementation of the proposed project would not cause an increase in demand of police services. The project would be subject to Development Impact Fees for sheriff services that would contribute to potential future facilities and reduce sheriff services impacts to less than significant levels. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are 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 |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

32. Schools

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Riverside County General Plan

Findings of Fact:

Less Than Significant Impact. The proposed project includes one existing residential development for the occupation of a caretaker to be present 24/7 for security and property management purposes. Employees are anticipated to be from the local area and would not anticipate an increase in population growth and would therefore not generate new students. The region, including the project site, is within the Perris Elementary School District and the Perris Union High School District. The project would be subject to Development Impact Fees for school facilities that would contribute to potential future facilities, which would reduce impacts to school services less than significant levels. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

33. Libraries

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Riverside County General Plan

Findings of Fact:

Less Than Significant Impact. The proposed project is not expected to have a significant impact on public facilities/services, such as libraries, community recreation centers, and/or animal shelter. Implementation of the proposed project would not adversely affect other public facilities or require the construction of new or modified facilities. The project would be subject to Development Impact Fees for the provision of capital facilities such as libraries, which would reduce impacts to libraries to less than significant levels. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

34. Health Services

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

Findings of Fact:

Less Than Significant Impact. A caretaker would live on the property to ensure security and 24/7 control of operating hours and noise levels during quiet hours. A licensed EMT would be on-site at all hours of operation and is given a Utility Task Vehicle (UTV) so that he/she can

| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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remain mobile and respond quickly to any calls. Advanced Life Support (ALS) ambulance service would be on-site during large race events to provide an added level of care and expedited transportation of patients if necessary to local hospital facilities. A path of entry at the required width would always be left open and clear for emergency vehicles such as fire and ambulance. Turnarounds and guided path of entry would always be provided as well. Safety flaggers would be positioned at every track and communicate to the EMT via radio. Flaggers also keep riders from exiting the specific riding areas. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

| RECREATION Would the project: | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 35. Parks and Recreation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| a) 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) Increase 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) 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): Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Ord. No. 659 (Establishing Development Impact Fees), Planning Department Review

Findings of Fact:

a-c) **No Impact.** The proposed project has been identified as a “recreational use” by the County and is located in the Rural Residential and Rural Mountainous land use designations. While the proposed project would be a recreational venue, it is not identified as a City managed neighborhood or regional park. A maximum of 2,000 persons are permitted during operational hours. A typical day of practice during the week includes 50-75 riders, doubling on weekends and may have up to 400 riders during special events. There is one residential component that would not cause a direct or indirect increase in population. Routine operation of the motocross facility includes daily maintenance of the tracks to ensure safe and enjoyable riding surfaces. The proposed project site is not located within a Community Service Area. The project would be subject to Development Impact Fees for the provision of capital facilities such as parks, which would reduce impacts to parks and recreation to less than significant levels. Therefore, no impacts are identified or anticipated and no mitigation measures are 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 |
|--|--------------------------------|--|------------------------------|-----------|
|--|--------------------------------|--|------------------------------|-----------|

36. Recreational Trails

a) Include the construction or expansion of a trail system?

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

Findings of Fact:

a) **Less Than Significant Impact.** The proposed project is located at the end of a public road (Ethanac Road). Portions of a Community Trail, as shown in Figure C-7 on the County’s General Plan, exists within the project site. These portions of the trail would be removed for public safety concerns and for avoidance of a conservation area (Cell Group J, Cell Number 3564) that is adjacent to the project site to the west. Because the trail exists along portions of the eastern project boundary, no construction or expansion of the trail is anticipated. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRANSPORTATION Would the project:

37. Transportation

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

d) Cause an effect upon, or a need for new or altered maintenance of roads?

e) Cause an effect upon circulation during the project’s construction?

f) Result in inadequate emergency access or access to nearby uses?

Source(s): Riverside County General Plan, Traffic Impact Analysis

Findings of Fact:

a) **Less Than Significant with Mitigation.** A Traffic Impact Analysis (TIA), dated August 2019, was completed by Urban Crossroads (available at County offices for review) to evaluate the potential circulation system deficiencies that may result from the development of the proposed project and to recommend improvements to achieve acceptable circulation system operational conditions. As directed by County of Riverside staff, the traffic study has been prepared in

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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accordance with the County of Riverside Traffic Impact Analysis Preparation Guidelines, and consultation with County staff.

The TIA conducted on August 2, 2019, utilized count data from Milestone MX Raceway and Glen Helen Raceway to determine trip generation for the proposed project. The TIA concluded that the project would generate 86 actual vehicle typical weekend mid-day peak hour trips and 175 actual vehicle special event weekend peak hour trips.

The County of Riverside requested that new count data be utilized to estimate the project trip generation. Traffic data was collected for Perris Raceway during a typical Saturday and a special event weekend. The new count data obtained from Perris Raceway concluded that the project would generate 53 actual vehicle typical weekend mid-day peak hour trips and 138 actual vehicle special event weekend peak hour trips.

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

County of Riverside General Plan Policy C 2.1 states that the following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County:

- LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non- Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.
- LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans. LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

To determine whether the addition of project traffic at a study intersection would result in a deficiency, the following will be utilized:

- A deficiency occurs at study area intersections if the pre-project condition is at or better than LOS D (i.e., acceptable LOS), and the addition of project trips causes the peak hour LOS of the study area intersection to operate at unacceptable LOS (i.e., LOS E or F). Per the County of Riverside traffic study guidelines, for intersections currently operating at unacceptable LOS (LOS E or F), a deficiency would occur if the project contributes 50 or more peak hour trips to pre-project traffic conditions.

| | | | |
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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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The SR-74 & Ethanac Road intersection was found to operate at an unacceptable LOS (LOS E or worse) during the peak hours under Existing traffic conditions and is anticipated to continue to operate at an unacceptable LOS during the one or more peak hours with the addition of project traffic, resulting in a cumulative deficiency.

The proposed project is anticipated to contribute to these deficiencies by adding traffic (as measured by 50 or more peak hours trips), resulting in a cumulative deficiency. Cumulative deficiencies are not directly caused by the project. The project would, however, contribute traffic to these deficient intersections along with other cumulative development projects. Impacts would be reduced to less than significant through compliance with Mitigation Measures TRAN-1, TRAN-2, TRAN-3, and TRAN-4.

- b) **Less Than Significant Impact.** A Vehicle Miles Traveled (VMT) Analysis, dated November 23, 2020, was completed by Kimley-Horn and Associates, Inc. As of December 2018, the Natural Resources Agency finalized updates to CEQA Guidelines to incorporate SB 743. To assist in the implementation of VMT as the primary measure of a transportation impact under CEQA, the Governor’s OPR published the *Technical Advisory on Evaluating Transportation Impacts in CEQA* in December 2018 (OPR’s Guidelines). Statewide application of the new guidelines went into effect on July 1, 2020.

The County of Riverside has developed draft VMT thresholds of significance and guidance for determining the significance of transportation impacts based on OPR’s Guidelines. Draft thresholds of significance, as currently proposed by Riverside County, are summarized in Table 13. Since the Proposed Project falls under the category of customer-based land use type (VMT primarily comes from motocross riders/attendees and not employees), the threshold of significance is based on the net increase in total VMT.

**Table 13
VMT Threshold of Significance**

| Land Use | Threshold of Significance |
|-----------------------|---|
| Residential | Existing county-wide average VMT per capita |
| Office | Existing county-wide average VMT per employee |
| Retail/Other Consumer | Net increase in total VMT |

Source: Kimley-Horn and Associates, Inc. *VMT Analysis*. November 23, 2020. Table 1.

An existing motor cross facility is located northeast of the proposed project site along Ramona Expressway in Riverside County. The existing motor-cross facility shown in the figure is assumed to be closing before the proposed facility is operational and the existing customers are expected to use the new facility.

The net change in VMT due to the proposed Project was principally determined based on two distinct data sources, customer locations that use the existing facility and weekend travel behavior based on a Big Data source licensed to Kimley-Horn. It was assumed that the existing motor-cross facility will be closing before the proposed facility is operational and the existing customers are expected to use the new facility. Therefore, the basis of the net change in VMT is the anticipated change in travel patterns of existing customers resulting from the introduction of the new facility. From the previous traffic impact analysis, it was determined that the proposed facility would generate approximately 268 daily vehicle trips on a typical weekend. This daily trip estimate was used as the basis for the VMT analysis provided within this

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

memorandum. As this trip generation includes all trips (customer and employment) it is assumed that employees, which are relatively minor contributor to VMT considering that it is understood to be less than 10, could also be reasonably assumed to be represented within the analysis of customers described herein.

As noted, existing customer location data was based on information provided by the owner of the existing facility. Specifically, locations were determined based on a database of existing customer cell phone numbers. This data included area codes in Riverside, San Bernardino, Orange, Los Angeles and San Diego Counties. While it is recognized that area codes are not always indicative of actual residence locations (cell phone numbers are portable), given the extent of the database and the locations or area codes provided, it is believed to be a representative sample of customers. Note that cell phone records from areas located outside the Southern California region were excluded based on the assumption that they may not be representative of actual residence locations.

Big Data, identifying origins and destinations, for select trip purposes for the project vicinity was obtained from Teralytics. Big Data utilized for this project included origins and destination at the Census Tract level for weekends in October 2019. Note that this dataset is representative of conditions prior to the onset of the effects of COVID-19 including any resulting governmental restrictions and as such represents more normal travel behavior than is what currently being identified using Big Data sources. This database was utilized for the purposes of further refining the probable residences (origins) of customers based on trip purpose.

Table 14 shows the resultant net change in VMT, as concluded in the VMT Analysis, and that the Proposed Project would result in a reduction of VMT in the region.

**Table 14
Project VMT Impact Evaluation**

| Land Use | Daily VMT |
|----------------------|-----------|
| Existing MX Facility | 12,617 |
| Proposed MX Facility | 11,919 |
| Net Change | -698 |

Source: Kimley-Horn and Associates, Inc. *VMT Analysis*. November 23, 2020. Table 2.

The Proposed Project’s expected transportation impact based on the VMT Analysis is less than significant based on Draft Riverside County guidelines. No significant adverse impacts are identified or anticipated and no mitigation measures are required.

- c) **Less Than Significant Impact.** The project site does not contain a dangerous intersection or incompatible use that would cause a hazard from a design feature. However, due to a typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan (Figure 3) at each applicable proposed driveway anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers. A WB-67 (53-foot trailer) had been utilized for the north leg of Read Street at Ethanac Road. Read Street and Ethanac Road would be modified to provide 60-foot

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

radius on the northeast curb in order to accommodate a WB-67 truck. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

d-f) **Less Than Significant Impact.** Implementation of Mitigation Measure TRAN-4 for the proposed project would include improvements to Read Street and Ethanac Road, which are currently dirt roads with ditches and loose gravel. The improvements would make access to the project site safer and more accessible for all types of vehicles, including emergency services entering the project site. A path of entry at the required width would always be left open and clear for emergency vehicles like fire and ambulance. Turnarounds and guided path of entry would always be provided as well.

On-site traffic signing and striping would be implemented in conjunction with the detailed construction plans for the project site. The project site is located at the end of Ethanac Road. Access would not be necessary to reach other routes that are part of the circulation of Riverside County. Construction would not cause an impact upon circulation of Riverside County. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Mitigation:

Mitigation Measure TRAN-1:

The following improvements are necessary to accommodate site access:

- Project to install a stop control on the southbound approach and a southbound shared left-right turn lane.
- Project to install a stop control on the eastbound approach and an eastbound shared left-through lane.
- Project to install a stop control on the westbound approach and a westbound shared through-right turn lane.

Mitigation Measure TRAN-2:

Prior to the issuance of building permits, the Project Applicant shall participate in the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program and the County’s Development Impact Fee (DIF) program by paying the requisite TUMF and DIF fee at the same time of building permit; or where applicable, the County may require project to construct off-site improvements. The construction of facilities by the Project Applicant may be eligible for TUMF/DIF credit and reimbursement.

Mitigation Measure TRAN-3:

The Developer shall contribute a fair-share amount for the intersections that either share a mutual border with or are wholly located within the County of Riverside that have recommended improvements as the improvement is not covered by TUMF/DIF. The Developer shall be required to pay the Fair Share fee to the County of Riverside prior to the issuance of building permits. The County of Riverside shall hold Developer’s Fair Share Contribution in trust and shall apply Developer’s Fair Share Contribution to any fee program adopted or agreed upon by the County of Riverside and other agencies as a result of this Mitigation Measure.

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

Mitigation Measure TRAN-4:

In order to access the existing roadway network from the proposed project, the Project Applicant shall construct a minimum of one lane of pavement in each direction of travel along Ethanac Road from the project's western boundary to SR-74 and along Read Street from the project's northern boundary to Ethanac Road.

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

On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans of the project site.

Monitoring:

Monitoring for Mitigation Measures TRAN-1-TRAN-4:

Prior to the issuance of building permit, the County shall verify that the project Applicant has implemented improvements to Ethanac Road, as well as the listed improvements and collection of fees in TRAN-1 through TRAN-4.

38. Bike Trails

a) Include the construction or expansion of a bike system or bike lanes?

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

Findings of Fact:

No Impact. The proposed project does not include the construction or expansion of a bike system or bike lanes as defined in the County's General Plan as non-motorized bikes. The project site is not located on or near a bike system. Therefore, no impacts are identified or anticipated and no mitigation measures are 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 |
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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, or 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

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)?

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.)

Source(s): Tribal Consultation

Findings of Fact:

a, b) **Less Than Significant With Mitigation Incorporated.** 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 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 August 23, 2019.

No response was received within 30 days from the Cahuilla Band of Indians, Colorado River Indian Tribes (CRIT), Morongo Band of Mission Indians, Temecula Band of Luiseño Indians (Pechanga) or the Rincon Band of Luiseño Indians and consultation was closed on September 23, 2019. Pala Band of Mission Indians deferred to closer tribes. Consultations were requested by the Rincon Band and the Soboba Band. Rincon requested consultation in a letter dated August 26, 2019. Consultation was held on October 31, 2019 and the band sent a conclusion email on January 2, 2020. No tribal cultural resources were identified by Rincon. Consultation was held with Soboba on October 24, 2019. Soboba requested avoidance of all of the prehistoric cultural features. If not feasible he requested that the milling features be relocated and placed within an open space area that will not be disturbed in the future. This was agreed upon during consultation. Although the milling features do not qualify as a Tribal Cultural Resource, they are

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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cultural features and the relocation of these along with the presence of a Native American Monitor will lessen impacts to less than significant level. The project conditions of approval were provided to Soboba on October 09, 2020 and consultation was concluded via email the same day.

Mitigation:

Mitigation Measure TCR-1:

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 County Archaeologist shall clear this condition.

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

Human Remains:

If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 50.97.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Evidence of compliance with this condition, if human remains are found, shall be provided to the County of Riverside upon the completion of a treatment plan and final report detailing the significance and treatment of the finding.

| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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UTILITIES AND SERVICE SYSTEMS Would the project:

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| 40. Water | | | | |
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Source(s): Project Application Materials, Department of Environmental Health Review

Findings of Fact:

a, b) **No Impact.** The proposed project entails the construction of a motocross facility on a 93.4-acre property. The project site and watershed consist of mostly undeveloped land cover with native brush typical of the area. Due to the fact that the proposed project does not include significant impervious area nor would there be any significant alteration of any drainage patterns, the development is assumed to mimic the existing drainage and watershed conditions. Implementation of the proposed project would not require expansion or construction of new public wastewater treatment facilities. The proposed project would be self-sustained with wells on-site and 43,000 gallons of storage capacity. The project Applicant would be required to have a Small Public Water System Permit from the Riverside County Environmental Health Services. The system would be designed to provide all project-related domestic, fire flow, and irrigation needs; no additional capacity beyond the project needs will be constructed. Each building on the project site would be connected to the on-site water distribution system. Wastewater generated on-site would be collected in an on-site septic system. All buildings would be connected to the septic system. Utility corridors for water, sewer, electrical, and communications would be designed to be within the existing on-site roads and other disturbed areas. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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| 41. Sewer | | | | |
| a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation 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): Project Application Materials, Department of Environmental Health Review

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

a, b) **No Impact.** Wastewater generated on-site would be collected in an on-site septic system. All buildings would be connected to the system. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

42. Solid Waste

a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

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

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

Findings of Fact:

a, b) **Less Than Significant Impact.** The proposed project anticipates a maximum of 15 events per year that would not exceed 2,000 people. The normal business hours would occur from 7:00 a.m. to 4:00 p.m., seven days a week, with 75-100 riders and a maximum of 400 riders a day. At existing motocross facilities owned by the project Applicant, a three-yard waste bin serves each site and has a capacity of 600 pounds. The waste bins are collected once a week and do not exceed capacity. The County requests that the project Applicant design a Recyclables Collection and Loading Area plot plan and submit it to the Riverside County Department of Waste Resources (RCDWR) for review and approval. The plan shall be designed in accordance to the Design Guidelines for Refuse and Recyclables Collection and Loading Areas. The Design Guidelines are intended to assist project proponents in identifying space and other design considerations for Refuse/Recyclables Collection and Loading Areas in compliance with AB 1826- Mandatory Organics Recycling, AB 341- Mandatory Commercial Recycling, and SB 1327- California Solid Waste Reuse and Recycling Act of 1991. Compliance with the Guidelines is necessary for obtaining RCDWR clearance for the issuance of a Building Permit. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are 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 |
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43. Utilities

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Electricity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Street lighting? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Maintenance of public facilities, including roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Other governmental services? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Source(s): Project Application Materials, Utility Companies

Findings of Fact:

- a, b) **No Impact.** The proposed project would be served by Southern California Edison (SCE) for energy and would be served by Southern California Gas Company for natural gas (see response to question 10 for energy and natural gas demands). The proposed project would not require the expansion or construction of new electrical facilities or natural gas facilities. An easement would be provided for the SCE electrical tower located on the southwest border of the project site. All wet and dry utility lines will be in Read Street. Therefore, no impacts are identified or anticipated and no mitigation measures are required.
- c) **No Impact.** The project site would be serviced by Spectrum for cable and telephone services via existing cable infrastructure and is not expected to necessitate the expansion or construction of new communications systems facilities. Therefore, no impacts are identified or anticipated and no mitigation measures are required.
- d) **Less Than Significant Impact.** The only access road to the project site is via Ethanac Road, which is currently a dirt road consisting of no pavement or asphalt and no street lighting. According to County Traffic Engineering, street lighting is not required as a condition of approval for the proposed project. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
- e) **Less Than Significant Impact.** Access to the project site is along Ethanac Road, which is a public road and extends from SR-74 and ends at the project site. Implementation of Mitigation Measure TRAN-1 through TRAN-4 would reduce impacts to a level of less than significant. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
- f) **No Impact.** Implementation of the proposed project would not require or result in the construction of new governmental service facilities or the expansion of existing governmental service facilities, whereby the construction or relocation would cause significant environmental effects. Existing facilities are expected to meet the proposed project's demand. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

Mitigation: Refer to Mitigation Measures TRAN-1 and TRAN-4

| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Monitoring:

Prior to the issuance of building permit, the County shall verify that the project Applicant has implemented improvements to Ethanac Road, as well as the listed improvements and collection of fees in TRAN-1 through TRAN-4.

WILDFIRE If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:

| 44. Wildfire Impacts | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Source(s): Riverside County General Plan Figure S-11 “Wildfire Susceptibility”, Ordinance No. 457, Fire Protection Plan prepared by Firewise 2000, LLC, June 25, 2021

Findings of Fact:

- a) **No Impact.** The proposed project would not conflict with any emergency response or evacuation plans. Ethanac Road is not identified as part of an evacuation plan. The track and parking areas will be provided a separate emergency vehicle entry off the dirt access road (Read Street) shown on the proposed site plan. This access would be maintained at the facility. Therefore, no impacts are identified or anticipated and no mitigation measures are required.
- b) **Less Than Significant Impact.** Although the project site is located in an area identified as a very high fire hazard, the proposed project has only one permanent occupant and therefore site evacuation would not be complicated. Additionally, implementation of Mitigation Measure TRAN-4 which includes paving of Ethanac to allow better access to the project site for emergency services would assist in the timing of evacuation. An easement for poles and conduits would be granted to California Electric Power Company located along the southern edge of the project site. There would be no installation or maintenance of associated infrastructure that could exacerbate fire risk. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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- c) **Less Than Significant With Mitigation Incorporated.** A Fire Protection Plan was prepared for the project that evaluated the proposed facility to ensure it does not unnecessarily expose people or structures to fire risks and hazards. The Fire Protection Plan (FPP) identifies measures necessary to adequately mitigate fire hazard impacts. The FPP includes fuel break zones that manages vegetation to reduce the risk of fire hazards. Implementation of Mitigation Measure WF-1 would reduce impacts to less than significant levels.
- d) **Less Than Significant Impact.** The proposed project would comply with California Building Code and California Fire Code (as stated in Ordinance No. 457 Section 1806.4.6) and would be subjected to be reviewed by the Riverside County Fire and Building and Safety departments. In addition to the standards and guidelines of the California Building Code and California Fire Code fire safety provisions, the project would continue to implement additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Protection Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency access for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.

Furthermore, implementation of the proposed project would not 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 or a significant risk of loss, injury, or death involving wildland fires. As discussed above, maintenance of the site including, track maintenance, fuel breaks, brush management, controlled burning, revegetation, and fire roads would reduce risks from possible wildland fires. Also, discussed in Section/Question 18, answer (b), on-site soils are considered well-drained, non-hydric soils that never ponds or floods and discussed in Section/Question 23, answer (g,h), the project site is located in a FEMA Zone X, which is considered as an area of minimal flood hazard. With the flood hazard considered very low to the project site and the implementation of site maintenance, significant risks to flooding as a result of wildland fires is considered less than significant. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

- e) **Less Than Significant Impact With Mitigation Incorporated.** A Fire Protection Plan was prepared for the project that evaluated the proposed facility to ensure it does not unnecessarily expose people or structures to fire risks and hazards. The Fire Protection Plan (FPP) identifies measures necessary to adequately mitigate fire hazard impacts. The FPP measures takes into account the property location, topography, geology, combustible vegetation, climatic conditions and fire history. The FPP also considers water supply, site access structure ignitability and fire resistive building materials, fore protection systems and equipment, impacts to existing emergency services, defensible space, and vegetation management.

The FPP lists fuel modification requirements to mitigate the exposure of people or structures from a significant risk of loss, injury, or death from wildland fires. Mitigation would include the development and maintenance of three Ignition Zones as described in the 2019 California Fire Code. Zone 1, or the Immediate Zone, consists of the first five feet from the exterior wall surface of the building extending out five (5) feet horizontally. Within Zone 1, only hardscape or limited fire-resistant plantings acceptable to the Riverside County Fire Department shall be allowed. Zone 2, the Intermediate Zone, is commonly called the defensible space zone for fire suppression forces and protects structures from radiant and convective heat. Zone 2 consists of the area from five (5) to fifty (50) feet from the exterior wall surface extending out in a

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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horizontal plane. Within Zone 2, all vegetation shall consist of fire resistant, slow growing, drought tolerant plant species. Zone 3 is the area beyond Zone 2, from fifty (50) to one hundred (100) feet in a horizontal plane including manufactured slopes and excludes all prohibited highly combustible native vegetation. Plantings allowed by the Riverside County Fire Department following the approval of the Landscape Plan shall be from the Wildland/Urban Interface Development Standards plant palette. The goal within Zone 3 is the reduction or selective clearing of existing native vegetation by fifty (50) percent and the planting and maintenance of only approved species. Implementation of Mitigation Measure WF-1 would reduce wildfire impacts to less than significant levels.

Mitigation:

WF-1 The project shall implement the measures pursuant to the Fire Protection Plan prepared by Firewise 2000, LLC, June 25, 2021 and any other regulations, conditions, or measures pursuant to the Riverside County Fire Department.

Monitoring:

Fire Protection Plan compliance shall be monitored and approved by the Riverside County Fire Department in coordination with the Riverside County Planning Department.

MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:

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| 45. 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, substantially 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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Staff Review, Project Application Materials

Findings of Fact:

Less than Significant Impact. The General Biological Assessment prepared for the project site concluded that all direct, indirect, and cumulative impacts would be reduced to a less than significant impact with implementation of Mitigation Measure BIO-1. Therefore, the proposed project is not anticipated to have the potential to significantly degrade the overall quality of the region’s environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or 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. Potential impacts to cultural resources were identified in the Historical/Archaeological Resources Report prepared for the proposed project. As discussed in this Initial Study, all direct, indirect, and cumulative can be reduced to a less than significant level with implementation of Mitigation Measures CR-1 through CR-3, TCR-1 through TCR-4, and PALEO-1. Adherence to mitigation measures as presented in this Initial Study would ensure that important examples of the major periods of California history or prehistory are not eliminated as a result

| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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of the Proposed Project. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

46. 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)?

Source(s): Staff Review, Project Application Materials

Findings of Fact:

Less than Significant Impact. Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

- (a) Cumulative impacts shall be discussed when the project’s incremental effect is cumulatively considerable.
- (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

Impacts associated with the proposed project would not be considered individually or cumulatively adverse or considerable. No major development projects were identified within the vicinity of the proposed project. The project site is located in the Rural Residential and Rural Mountainous land use designations which both allow for recreational use and are applied to remote, privately-owned open space areas with limited access and a lack of public services, and would be consistent with the Riverside County General Plan. Impacts identified in this Initial Study can be reduced to a less than significant impact. Therefore, no significant adverse impacts are identified or are anticipated and no mitigation measures are required.

47. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Source(s): Staff Review, Project Application Materials

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

Less than Significant Impact. The incorporation of design measures, County of Riverside policies, standards, and guidelines and proposed mitigation measures as identified within this Initial Study would ensure that the proposed project would have no significant adverse effects on human beings, either directly or indirectly on an individual or cumulative basis. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

V. 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:

- Riverside County, *County of Riverside General Plan*. Adopted December 8, 2015.
- Riverside County, *County of Riverside General Plan Draft Environmental Impact Report*. Adopted December 8, 2015.

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

Location: County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92505

VI. REFERENCES

The following documents were referred to as information sources during the preparation of this document.

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CRM Tech, Inc. *Historical/Archaeological Resources Report for Milestone MX Ethanac Road Motorcycle Park Project*. August 2, 2019.

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Kimley-Horn and Associates, Inc. *JS 63 Motocross – VMT Analysis*. November 23, 2020.

L&L Environmental, Inc. *Phase I Paleontological Resources Inventory*. September 15, 2020.

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Natural Resources Assessment, Inc. *Perris Motorcycle Park General Biological Assessment Riverside County, California*. June 21, 2019.

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