AIR QUALITY

AIR QUALITY Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
5. Air Quality Impacts				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors which are located within one mile of the Project site to substantial point source emissions?	☐	☐	☐	☒
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	☐	☐	☐	☒
f) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Sources: 2012 AQMP; EIR396 et al; Webb 2010a; WEBB(A)

Findings of Fact:

a) *EIR396 Conclusion – Significant:* According to the Air Quality Management Plan (AQMP), there are three tests for conformity to the AQMP for general development projects. They are as follows: (1) the Project is improving jobs/housing balance; (2) the project must demonstrate that vehicle trips and vehicle miles have been reduced to the greatest extent feasible; and (3) the Project's Environmental Impact Report demonstrates that the Project will not have a long-term negative impact on regional air quality, that all AQMP control measures are used to the greatest extent possible, and that the Project impact is analyzed on a local and regional level. The AQMP for the Coachella-San Jacinto Planning Area (Appendix I-B of the SCAB AQMP) estimates population and housing to increase significantly by the year 2010. Population levels in the year 2010 are projected to more than double as compared to 1990. The Project will increase population in the Project by 21,341 and will provide 7,171 additional housing units (EIR, p. V-119).

To comply with the second criteria, the Project would need to incorporate transportation control measures to reduce vehicle trips and vehicle miles of travel associated with the Project. Land use measures can also be incorporated at this point in project development to ensure that amenities are provided on site. To reduce emissions associated with vehicle trips, several tactics supported by the South Coast Air Quality Management District (SCAQMD) have been included in the Project. Specifically, mitigation measures have been included to comply with the, "State Implementation Plan for PM-10 in the Coachella Valley: 1994 BACM Revision."

The emissions associated with the Project will result in a long-term regional impact. All feasible measures and design concepts have been identified to reduce the emissions to the lowest levels possible. On a local level, the carbon monoxide (CO) modeling analysis demonstrates that state and federal standards will not be exceeded, with or without the Project. Due to the regional impact of the Project, the third criterion has not been met by the Project (EIR, p.V-119).

> *Mitigation Measure C6-11* – To assist in jobs/housing balance for the subregion, the Kohl Ranch Specific Plan includes a mix of land uses including, residential, business, commercial, industrial, open space and public facilities. Both working and living opportunities have been made available within the thirteen project neighborhoods. An emphasis has been placed on developing employment concentrations near medium to high density residential areas creating areas of local activity. No additional mitigation is available to further reduce the Project's regional emissions (EIR, p.V-119).

Discussion of the Modified Project: The Modified Project site is located within the Riverside County portion of the Salton Sea Air Basin (SSAB). The SSAB includes all of Imperial County and the desert portion of Riverside County between the South Coast Air Basin (SCAB) and the Mohave Desert Air Basin (MDAB) (known as the Coachella Valley area). The Final 2012 Air Quality Management Plan (2012 AQMP) is designed to meet both state and Federal Clean Air Act planning requirements for all areas under SCAQMD jurisdiction, including the South Coast Air Basin (Los Angeles County, Orange County, San Bernardino County and Riverside County) and the Riverside County portion of the Salton Sea Air Basin (including the Coachella Valley). The 2012 AQMP was adopted by the SCAQMD Governing Board in February 2013 and outlines the air pollution measures needed to meet federal health-based standards for particulates (PM-2.5) by 2014 and also include specific measures to further implement the ozone strategy in the 2007 AQMP to assist in attaining the ozone standard in 2023. The SSAB currently exceeds the federal ozone standards. Additionally, the SSAB is a federal and state non-attainment area for PM-10, but a re-designation request has been submitted. Non-attainment is described as air pollution levels that persistently exceed the national ambient air quality standards.

The 2012 AQMP sets forth a comprehensive program that will lead the SCAB into compliance with all federal and state air quality standards. The AQMP's control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects can be determined by demonstrating compliance with local land use plans and/or population projections. The Modified Project occupies the same area as previously analyzed. The Modified Project is an amendment to existing Planning Areas A-6, A-8, E-4, and E-2 resulting in land use designation changes from Commercial-Retail and Heavy Industrial to Mixed Use and new planning areas within the existing Planning Area boundaries. The Mixed Use designation will allow the same uses as currently approved and will not result in a substantial increase to the overall intensity of future uses. Overnight occupancy is proposed in a select number of the private lots, but is not expected to be used as permanent residences. Rather, the overnight occupancy will be an additional amenity for members visiting the track. Potential impacts to the proposed residential uses along the track will be minimized in part by the race track hours of operation which is closed at night. Therefore, based on the above current criteria used to evaluate consistency with the AQMP, the specific plan would be consistent with the AQMP. If the criteria in EIR396 is used, then the Project would be found to be inconsistent with the AQMP based on the Project's exceedance of regional standards.

A comparison of the emissions from TTC development proposed by the Modified Project, the estimated emissions generated by the uses allowed for the same area, primarily industrial land uses

(Industrial LUs) planned for in EIR396, and the emissions estimated in EIR396-A2 are shown in **Table F**, below.

Table F, Comparison of Modified Project and Project Evaluated in EIR396 and EIR396-A2

Source	Peak Daily Emissions (lb/day)					
	VOC	NO_x	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Modified Project						
Area	34.44	0.31	27.00	0.00	0.15	0.15
Energy	0.42	3.63	1.90	0.02	0.29	0.29
Mobile	34.49	97.61	371.05	0.83	56.03	16.12
Race Track[1]	5.58	10.90	127.80	0.26	0.93	0.93
Total	**74.93**	**112.45**	**527.75**	**1.11**	**57.40**	**17.49**
Exceeds Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**
EIR396 Project[2]	217.50	289.15	1,799.68	1.75	278.82	56.19
EIR396-A2 TCC Project[3]	96.95	129.31	777.96	1.05	133.98	27.37

Source: WEBB(A), Table 3

Notes: Maximum emissions shown are the greater of either summer or winter emissions.

[1] The Race Track Emissions are from Table 5 of the Air Quality Impact Analysis prepared for EIR396-A2, in WEBB2010c.

[2] EIR396 Project emissions reflect the industrial land use emissions evaluated in EIR396 for the Thermal Motorsports Park area, as estimated in Table 2 of EIR396-A2.

[3] EIR396-A2 TCC Project emissions reflect the estimates for the Thermal Motorsports Park, as estimated in Table 2 of EIR396-A2.

As shown in the table above, the emissions that would be generated from the Modified Project are less than emissions from the industrial land uses designated in EIR396 and those estimated in EIR396-A2. Therefore, the Modified Project land uses should not affect the conformity with the 2012 AQMP.

Finding: The Modified Project's potential impacts regarding conflicts with the 2012 AQMP are no more severe than those previously analyzed. The current method utilized to ascertain conformity with the AQMP is determined by demonstrating compliance with local land use plans and/or population projections. The Modified Project in its current form is consistent with these criteria, and as shown above, the incorporation of the Modified Project will lessen the severity of the impacts when compared to what was analyzed previously in EIR396 and EIR396-A2. Therefore, regardless of the criteria used to determine conformity with the AQMP, no new or substantially increased significant effects result from implementation of the Modified Project. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed in EIR396.

b) Air quality impacts can be described from a short-term and long-term perspective. Short-term impacts will occur during site grading and Project construction. Long-term air quality impacts will occur once the Project is in operation.

EIR396 Conclusion – Significant:

Short-Term

Dust generated during construction activities would significantly increase particulate levels in the Project vicinity. If particulate levels are increased during high wind conditions, adverse impacts would result from particulate transport to downwind areas. Project construction is expected to occur in

increments. The SCAQMD CEQA Air Quality Handbook identifies that grading in excess of 177 acres over a three-month period has the potential to result in a significant impact. At this stage in the planning process, it is difficult to provide an accurate estimate of grading which would occur within a three-month period. Therefore, it is assumed as a worst-case scenario, that grading could exceed the District's screening threshold of 177 acres over a three-month period. Even with dust reduction measures, fugitive emissions of PM-10 could impact receptors downwind of the Project site. With project-specific mitigation, these emissions would be minimized (EIR, p. V-111).

> *Mitigation Measure C6-1*– The Project shall be required by law to comply with regional and local rules and ordinances which will assist in reducing the short-term air pollutant emissions. For example, the SCAQMD's Fugitive Dust Rule 403 and Riverside County's Dust Control Ordinance require implementation of extensive fugitive dust control measures such as watering on site, revegetation, use of soil stabilizers and submittal of a wind erosion plan in some instances (EIR, p. V-113).

In addition, the following mitigation measures are provided to further reduce air pollutants generated during the Project construction phase. Where available, the mitigation effectiveness is indicated (e.g., 50 percent) as provided in the SCAQMD, *CEQA Air Handbook*, April 1993.

> *Mitigation Measure C6-2* – Construction operations shall comply with all applicable control measures identified in the "State Implementation Plan in the Coachella Valley: 1994 BACM Revision," March 1994 (EIR, p. V-113).
>
> *Mitigation Measure C6-3* – Construction equipment shall be selected considering emission factors and energy efficiency. All equipment shall be properly tuned and maintained (60 percent) (EIR, p. V-113).
>
> *Mitigation Measure C6-4* – Construction activities shall be timed so as to not interfere with peak hour traffic and shall minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways (EIR, p. V-113).
>
> *Mitigation Measure C6-5* – Ridesharing and transit incentives for the construction crew shall be supported and encouraged (EIR, p. V-113).

Long-Term

The emissions associated with the Project are anticipated to be 11,555 pounds of carbon monoxide, 646 pounds of reactive organic gases, 1,353 pounds of NOx and 343 pounds of particulate matter on a daily basis. Air pollutant emissions of this magnitude exceed the criteria for significance suggested by the SCAQMD. Regional Project impacts are considered significant.

Policies included in the Specific Plan will assist in reducing the emissions associated with the Project. Plan design concepts support the use of alternative modes as well as the use of alternative fueled vehicles. Pedestrian and bicycle routes will be provided, linking residential uses with commercial and employment areas. Bicycle and pedestrian routes coupled with a mix of supportive land uses further support the use of alternative modes and drastically shorten the commute distance. Proposed bus pull-outs along major routes will facilitate the use of mass transit. The use of electric vehicles is also supported in the Specific Plan Zoning Ordinance by allowing for electric recharge outlets in commercial areas. Specific Plan policies and mitigation measures contained in this analysis will assist in reducing the emissions associated with the Project (EIR, p. V-114).

Mitigation Measure C6-6 – The Project shall utilize a mix of services on site to provide amenities for employees and residents that would reduce off-site vehicle trips. Consideration shall be given to postal services, banking, a food facility (restaurant/grocery store) and a ridesharing service to local commercial areas (25–50 percent effective) (EIR, p. V-115).

Mitigation Measure C6-7– Local transit agencies shall be contacted to determine bus routing adjacent to the site that can be accommodated in design and for on-site provision of bus shelters and turnout lanes (EIR p. V-115).

Mitigation Measure C6-8 – Energy-efficient street lighting and on-site lighting in parking and walking areas (e.g., low pressure sodium, metal halide, clean lucalox and high pressure sodium) shall be used on site to reduce emissions at the power plant serving the site (0.5 percent) (EIR, p. V-115).

Mitigation Measure C6-9 – Low-polluting and high-efficiency appliances shall be installed wherever possible. Solar energy shall be evaluated for heating any swimming pools or water heaters on site (2.5–6.5 percent) (EIR, p. V-115).

Mitigation Measure C6-10 – Transportation Demand Management (TDM) utilized on site shall support a reduction in mobile emissions as employees/residents convert from single occupant vehicle (SOV) use to other modes of transportation. TDM could include:

- creating employee carpools;
- preferential carpool parking;
- designing appropriate bicycling and walking paths;
- reduced costs for transit passes;
- flexible work hours for transit riding, carpooling, walking and bicycling employees; and
- implementing a parking fee on site to discourage single occupant vehicles (SOVs) (EIR, p. V-113).

Discussion of the Modified Project: The Modified Project will not substantially alter the present or planned land use of this area, and impacts from air quality emissions from those land uses, both short and long term, will be similar to those examined previously in EIR396 and EIR396-A2.

The air quality analysis for EIR396-A2 (Webb 2010a) analyzed the potential emissions generated by TTC development. The TTC-specific evaluation demonstrated that, after the incorporation of mitigation measures **MM Air 1** through **MM Air 6**, below, and with the emissions reductions used in EIR396, projected short-term emissions from construction of TTC are below applicable SCAQMD daily regional thresholds. The Modified Project site is equal to that of the Project evaluated in EIR396-A2; therefore, construction-related emissions would be similar to that of the EIR396-A2 and the same mitigation measures would apply in order to reduce construction-related emissions.

MM Air 1: During construction, ozone precursor emissions from all vehicles and construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction. Compliance with this measure shall be subject to periodic inspections by the Department of Building and Safety. (EIR 396 mitigation measure C6-3, page V-113)

MM Air 2: Contractor shall ensure that all off-road, heavy-duty equipment utilized during construction shall be CARB Tier 3 or better (to the maximum extent feasible). (EIR 396 mitigation measure C6-3, page V-113)

MM Air 3: Electricity from power poles shall be used instead of temporary diesel- or gasoline-powered generators to reduce the associated emissions. Approval will be required by the Department of Building and Safety's Grading Division prior to issuance of grading permits.

MM Air 4: To reduce construction vehicle (truck) idling and delays for peak-hour roadway traffic, construction activities shall be timed so as to not interfere with peak hour traffic and shall minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways. (EIR 396 mitigation measure C6-4, p. V-113)

MM Air 5: County Building and Safety Department shall require signs to be posted in delivery areas (for racecars, Karts, and all other delivery areas) prohibiting on-site truck idling in excess of five minutes.

MM Air 6: In order to reduce energy consumption from the proposed TMTC development, applicable plans (e.g., street plans, electrical plans, and improvement maps) submitted to the County shall include the installation of energy-efficient street lighting to the extent allowable to meet Airport Land Use Commission (ALUC) requirements. These plans shall be reviewed and approved by the applicable Department (e.g., Department of Building and Safety or Department of Transportation) prior to conveyance of applicable streets. (EIR 396 mitigation measure C6-8, p. V-115)

The operational emissions from the Modified Project (TTC) will exceed SCAQMD operational thresholds for NO_X. However, as shown in **Table F**, above, the emissions that would be generated from the TTC use are less than emissions from the industrial land uses designated in EIR396 and the Motorsports Park evaluated in EIR396-A2.

EIR396-A2 determined that no CO hot spots were expected to occur as a result of traffic generated by the Kohl Ranch Specific Plan project even with the addition of 2035 cumulative development. Based on comparison of **Table K, SPA2 Approved Land Uses – Trip Generation**, and **Table L, Modified Project – Trip Generation**, the Modified Project generates fewer vehicle trips than previously analyzed in SPA2 and therefore is also not expected to result in CO hot spots.

Finding: With implementation of mitigation measures C6-1 through C6-10 and MM Air 1 through MM Air 6, the Modified Project's potential impacts regarding air quality impacts are no worse than those previously analyzed and are in fact less severe. Therefore, no new or substantially increased impacts result from the Modified Project beyond those previously analyzed.

c) *EIR396 Conclusion – Not Analyzed:* The Project site is within the Southeast Desert Air Basin (SEDAB) under the jurisdiction of the SCAQMD. The SEDAB is comprised of the eastern portion of San Bernardino, Riverside, Kern, Los Angeles and San Diego Counties, and all of Imperial County. This basin continues to exceed state and national ambient air quality standards (NAAQS) on more than 150 days annually, despite efforts to control emissions from stationary pollutant sources and motor vehicles (EIR, p. V-103).

Discussion of the Modified Project: The portion of the SSAB within which the Modified Project is located is designated as a non-attainment area for ozone and PM-10 under both state and federal standards.[1]

[1] http://www.arb.ca.gov/desig/adm/adm.htm

The TTC-specific evaluation performed in the air analysis for EIR396-A2 (Webb 2010a) demonstrated that, after the incorporation of mitigation measures and with the emissions reductions used in EIR396, projected short-term emissions from construction of TTC were below applicable SCAQMD daily regional thresholds. It also determined that the operational emissions from the TTC will exceed SCAQMD operational thresholds for VOC, NO_X, and CO; thus, the Project's incremental contribution to criteria pollutant emissions for which the region is non-attainment, is also considered to be cumulatively considerable.

The Modified Project site is equal to that of the Project evaluated in EIR396-A2; therefore, construction-related emissions would be similar to that of the EIR396-A2 and the same mitigation measures would apply in order to reduce construction-related emissions. The operational emissions from the Modified Project (TTC) will exceed SCAQMD operational thresholds for NO_X. However, as shown in **Table F**, above, the emissions that would be generated from the TTC use are less than emissions from the industrial land uses designated in EIR396 and the Motorsports Park evaluated in EIR396-A2.

Finding: Cumulative impacts are based on whether the Modified Project exceeds short-term and long-term air quality thresholds (which was analyzed in EIR396). The Modified Project's potential cumulative air quality impacts are similar to and less severe than those analyzed in EIR396 and EIR396-A2. Therefore, no new or substantially increased impacts result from the Modified Project beyond those previously analyzed.

d-e) *EIR396 Conclusion – Less Than Significant:* The microscale analysis (assessment of the Project-related impact on localized air quality) indicates that Project-related increases in carbon monoxide levels are insignificant even under cumulative conditions, since the 1-hour and 8-hour standards would not be exceeded at sensitive receptor locations with Project traffic. As a result, Project implementation would not cause an exceedence or contribute to an existing exceedence of the carbon monoxide standards (EIR, p. V-116).

The Project is not located adjacent to an existing significant point source emitter.

Discussion of the Modified Project: As stated above, the air quality analysis for EIR396-A2 (Webb 2010a) showed that no CO hot spots (formerly referred to as "microscale analysis") are expected to occur as a result of traffic generated by the Kohl Ranch Specific Plan Project even with the addition of 2035 cumulative development. The Modified Project generates fewer vehicle trips than previously analyzed in SPA2 and therefore is also not expected to result in CO hot spots.

Finding: The Modified Project's potential impacts regarding localized air quality impacts to nearby sensitive receptors are less than significant and no different from those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed in EIR396.

f) *EIR Conclusion*: *Not specifically addressed in the DEIR because the Environmental Assessment determined that no objectionable odors would be created by the Specific Plan.*

Discussion of the Modified Project: The Modified Project does not change land uses and therefore, does not add any sources of objectionable odors.

Finding: Whereas no new objectionable odors have been added since EIR396 was prepared, no new or substantially increased significant effects result from the Modified Project.

BIOLOGICAL RESOURCES

BIOLOGICAL RESOURCES Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
6. Wildlife & Vegetation				
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	☐	☐	☐	☒
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)?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?	☐	☐	☐	☒
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?	☐	☐	☐	☒
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

Sources: CVMSHCP; Project Description; EIR396 et al

Findings of Fact:

a-g) *EIR396 Conclusion – Less Than Significant with Mitigation:* At the time EIR396 was certified, the Project site had been extensively disturbed and was being farmed (EIR, p. V-77). The site was not within the Coachella Valley Fringe-toed Lizard Habitat Conservation Plan (EIR, p. V-83) or any other Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan.

No threatened or endangered species were found or expected to inhabit the site. No sensitive plant species were observed on the Project site and none would be impacted by the Project. One sensitive species, the burrowing owl (a California Species of Special Concern), was observed north and east of the Project site, but not on the Project site. EIR396 found that the Project would eliminate potential

foraging habitat on site for this species but, at the time of EIR certification, no direct impacts to the species were expected. No nest sites (abandoned ground squirrel dens) for this species were observed on the Project site, but due to the species' proximity to the Project site, it was recommended that a survey for nesting pairs be conducted during the breeding season prior to construction in order to avoid impacts to this species (EIR p.V-89). Mitigation measure C3-1 was identified to reduce the potential significant impact to burrowing owls to less than significant.

> *Mitigation Measure C3-1* – A pre-construction survey for nesting burrowing owls shall be conducted. These surveys will be focused in untilled lands and roadside areas within the construction zone. It is preferable for these surveys to be conducted in the early spring that precedes the time when clearing or grading is anticipated. If potential nest-sites are discovered during a pre-construction survey conducted in the early spring, they shall be plugged or fenced to discourage nesting within the Project impact zone when construction crews are on site. If pre-construction surveys are performed during the bird's nesting season, and nesting birds are discovered, appropriate mitigation measures shall be identified in consultation with the California Department of Fish and Game (EIR, p.V-90).[2]

EIR396 concluded the Project site does not contain habitats or natural features that would contribute to use of the site as a wildlife movement corridor. The location of the site amidst an established agricultural community, the degraded condition of the habitat, and the regular human disturbance associated with its agricultural use indicate that it does not function as an important wildlife movement corridor (EIR, p. V-79).

The irrigation ditches on the site are maintained for agricultural use, and do not support any sensitive riparian species, nor are they considered blue-line streams, impacts to which would require a 1603 agreement from the California Department of Fish and Game (now the California Department of Fish and Wildlife). Three areas of cattail vegetation were established in the agricultural reservoirs that serve as temporary storage for irrigation water. A determination of non-wetlands has been made for the property (see Appendix D of EIR396). Consequently, these agricultural reservoirs do not fall under the jurisdiction of the United States Army Corps of Engineers and no impacts to wetlands will occur (EIR, p. V-83).

Subsequently, EIR396-A2 added Mitigation Measure C3-2 to ensure payment of CVMSHCP fees.

> *Mitigation Measure C3-2* – Prior to grading permits, CVMSHCP fees shall be paid to Riverside County pursuant to County procedures.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. As such, subsequent to 1996, the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) was adopted September 10, 2007. The CVMSHCP aims to conserve over 240,000 acres of open space and protect 27 plant and animal species. By providing comprehensive compliance with federal and state endangered species laws, the plan not only safeguards the desert's natural heritage for future generations, it allows for more timely construction of roads and other infrastructure that is essential to improving quality of life in the Coachella Valley.

Coachella Valley Association of Governments (CVAG) is serving as lead agency for the CVMSHCP review and consideration. Participants include Riverside County, the Cities of Cathedral City, Coachella, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, Rancho Mirage, as well as Coachella Valley Water District and Imperial Irrigation District. The CVMSHCP balances environmental protection and

[2] Subsequent to the certification of EIR396, California Department of Fish and Game has changed its agency name to California Department of Fish and Wildlife. However, its function remains the same.

economic development objectives in the CVMSHCP Area and simplifies compliance with endangered species-related laws. The CVMSHCP is intended to satisfy the legal requirements for the issuance of permits that will allow the take of species covered by the CVMSHCP in the course of otherwise lawful activities. The CVMSHCP will, to the maximum extent practicable, minimize and mitigate the impacts of the taking and provide for Conservation of the Covered Species.

The southern portion of the race track has been constructed and is under operation. The Modified Project site is highly disturbed through current operations and current construction activities. Like the project, Burrowing owl (*Athene cunicularia*), a California Species of Special Concern, has the potential to occur on site. However, mitigation measure C3-1 remains in effect for the Modified Project to ensure impacts remain less than significant.

The Modified Project site is not located within any CVMSHCP conservation area. The closest conservation area is the Coachella Valley Stormwater Channel (CVSC) and Delta Conservation Area to the southeast of the Project site. The site is located within the CVMSHCP boundary. Thus, mitigation measure C3-2 remains in effect for the Modified Project to ensure payment of CVMSHCP fees.

Finding: With implementation of mitigation measures C3-1 and C3-2, the Modified Project does not result in impacts beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

CULTURAL RESOURCES

CULTURAL RESOURCES Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
7. Historic Resources				
a) Alter or destroy an historic site?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	☐	☐	☐	☒

Sources: Project Description; EIR 396 et al

Findings of Fact:

a-b) *EIR396 Conclusion – Less Than Significant:* During the course of surface reconnaissance, several structures or groups of structures (compounds) with ambiguous ages were encountered. Historic, archival research indicates that the structures currently standing on the Kohl Ranch property typically date to the late 1940s. These structures have been so substantially altered that they are not important cultural resources. No mitigation is required (EIR, p. V-176).

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. As such, development of the Modified Project would result in the same disturbance area for which impacts were found to be less than significant.

Finding: The Modified Project's potential impacts are less than significant. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

CULTURAL RESOURCES Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
8. Archaeological Resources				
a) Alter or destroy an archaeological site?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
d) Restrict existing religious or sacred uses within the potential impact area?	☐	☐	☐	☒

Sources: COR GP; COR GP FEIR; EIR396 et al

Findings of Fact:

a-d) *EIR396 Conclusion – Less Than Significant with Mitigation:* The entire surface of the Project area has been disturbed by past and on-going agricultural activities. Soil preparation has consistently disturbed at least the top 60 inches of the Project area and irrigation and leach lines have been installed to a depth of up to 7 feet. This amount of disturbance has profoundly affected any archeological sites within the study area boundaries. Surface reconnaissance of the Kohl Ranch resulted in the identification of three archeological sites, CA-RIV-5509H, CA-RIV-5510/H and CA-RIV-5511H. Approximately 160 acres, located between the current Avenue 62 and Avenue 64 and the northeast corner of Avenue 62 and Tyler Street, were planted with alfalfa at the time the study was prepared for EIR396 and were not examined (EIR, p. V-173).

EIR396 concluded that there was a very low potential for buried historic deposits, however, due to the episodic nature of the infilling and recession of Lake Cahuilla and data from CA-RIV-148, which indicates the possibility of intact archaeological deposits below areas disturbed by agriculture, the Project area has the potential for containing buried prehistoric deposits. Thus, all ground disturbing activities occurring below the plow zone (below five feet), should be monitored by a qualified archaeologist. With the implementation of the mitigation measures listed below, potential significant impacts to archaeological sites are reduced to less than significant (EIR, p. V-176).

Mitigation Measure C12-1 – Avoidance of CA-RIV 5510/H is preferred. This site is located in Planning Area M-4. If it is determined at the development stage that avoidance of CA-RIV-5510/H is not feasible, this archaeological site shall be subjected to a program of additional historic research and test excavation to determine its importance, prior to earth-moving on the site.

Mitigation Measure C12-2 – Avoidance of CA-RIV 5511H is preferred. This site is located in Planning Area C-4. If it is determined at the development stage that avoidance of CA-RIV-5511H is not feasible, this archaeological site shall be subjected to a program of additional historic research and test excavation to determine its importance, prior to earth-moving on the site.

Mitigation Measure C12-3 – The approximately 160 acres of the Kohl Ranch site that were not examined during field reconnaissance (Blocks 25, 33, 34, and 35), shall be examined by a qualified archaeologist after plowing but before commencement of grading.

Subsequently, EIR396-A2 revised mitigation measure C12-2 was and added mitigation measure C12-8 to account for changes that were proposed as part of The Kohl Ranch Specific Plan No. 303, Amendment No. 2 (SPA2)as follows:

Mitigation Measure C12-2 (Revised) – Avoidance of CA-RIV 5511H is preferred. This site is located in the vicinity of Planning Areas C-4, C-5, and C-8. If it is determined at the development stage that avoidance of CA-RIV-5511H is not feasible, this archaeological site shall be subjected to a program of additional historic research and test excavation to determine its importance, prior to earth-moving on the site.

Mitigation Measure C12-8 (Added) – Should any cultural and/or archaeological resources be accidentally discovered during Project construction, construction activities in the vicinity of the resource shall immediately halt and be moved to other parts of the Project site. A Riverside County qualified archaeologist shall be retained by the County or their designee to determine the significance of the resource. If the find is determined to be a historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State *CEQA Guidelines*), avoidance or other appropriate measures, as recommended by the archaeologist, shall be implemented. Any artifacts collected or recovered shall be cleaned, identified, catalogued, analyzed, and prepared for curation at an appropriate repository with permanent retrievable storage to allow for additional research in the future. Site records or site record updates (as appropriate) shall be prepared and submitted to the Eastern Information Center as a permanent record of the discovery.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. The Modified Project site is not located on a known formal or informal cemetery. In the event that unknown human remains are uncovered during construction activities, Sections 7052 and 7050.5 of the California Health and Safety Code (HSC) require that the Riverside County Coroner's Office must be contacted within 24 hours and all work shall be halted until a clearance is given by that office and any other involved agencies. If human remains are discovered, the County shall comply with the requirements of Public Resources Code Section 5097.98, as amended. Potential impacts with respect to disturbing human remains are not expected but will be less than significant with adherence to these existing laws and codes. Mitigation measures C12-1, C12-2 (Revised), C12-3, and C12-8 remain in effect for the Modified Project site to ensure impacts to archaeological resources remain less than significant.

Finding: With implementation of mitigation measures C12-1, C12-2 (Revised), C12-3, and C12-8, the Modified Project's potential impacts related to archaeological resources are less than significant. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

CULTURAL RESOURCES Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
9. Paleontological Resources				
a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	☐	☐	☐	☒

Sources: RCLIS; EIR396 et al

Findings of Fact:

a) *EIR396 Conclusion – Less Than Significant with Mitigation:* The majority of the Kohl Ranch site has been subject to agricultural practices for several decades, with disturbance from these activities occurring to a depth of five feet. In areas where underground agricultural tiles were laid, disturbance has occurred to a depth of approximately seven feet. Consequently, fossil remains within five feet of the surface, and within seven feet of the surface of some agricultural areas, may have already been destroyed by cultivation (EIR, p. V-177).

Mitigation Measure C12-4 – Within Sections 4 and 9 (T.7S, R.8E), a qualified paleontologist shall be retained to attend the pre-grade meeting, and supervise the paleontological monitoring during earth-moving activities in these areas of the Project (EIR, p. V-178).

Mitigation Measure C12-5 – Initially, full-time monitoring shall be conducted during all earth moving activities that extend below 5 feet in Sections 4 and 9 (T.7S, R.8E). Wet screening for small vertebrates will be conducted in the appropriate sediments and a representative sample of fossils shall be collected. Recent (Holocene) alluvial materials or sands have a low paleontologic sensitivity and will not require monitoring. If fossils are found, monitoring requirements will be increased accordingly; if no fossils are encountered, monitoring efforts will be reduced in these sediments. If any adequate sample is collected from the sensitive sediments, the paleontologist may reduce or eliminate monitoring requirements.

Mitigation Measure C12-6 – Specimens collected shall be prepared (to a point of identification), identified and curated into a suitable repository that has a retrievable storage system, such as the San Bernardino County Museum.

Mitigation Measure C12-7 – A final report summarizing findings shall be prepared at the end of earth moving activities, and shall include an itemized inventory of recovered fossils and appropriate stratigraphic and locality data. This report shall be sent to the Lead Agency, signifying the end of mitigation. Another copy shall accompany the fossils, along with field logs and photographs, to the designated repository.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. As the area affected by the TTC development is not located within Sections 4 or 9 of Township 7 South, Range 8 East, mitigation measures C12-4 and C12-5 are not applicable. However, these mitigation measures are applicable to the remainder of SPA3. As such, mitigation measures C12-4 through C12-7 remain in effect for the Modified Project to insure impacts to less than significant.

Finding: With implementation of mitigation measures C12-4 through C12-7, the Modified Project's potential impacts related to paleontological resources are less than significant. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

GEOLOGY AND SOILS

GEOLOGY AND SOILS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
10. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?	☐	☐	☐	☒
b) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒

Sources: COR GP, Figure S-2, "Earthquake Fault Study Zones"; RCLIS; EIR396 et al; Project Description

Findings of Fact:

a-b) *EIR396 Conclusion – Not specifically addressed in the DEIR because the Environmental Assessment determined that the Project was not located within an Alquist-Priolo Earthquake Fault or County Fault Hazard Zone:* The State of California Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface rupture along earthquake faults. The main purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent the construction of buildings used for human occupancy along fault lines. In general, Southern California, as a whole, is a seismically-active region that contains many earthquake faults.

Review of the Riverside County General Plan indicates that the Project area is within a ground shaking zone and liquefaction hazard area. According to the General Plan, the Project site is not located within: 1) an Alquist-Priolo Special Study Zone; 2) a County Fault Hazard Zone; or 3) 150 feet of an active or potentially active fault (EIR, p. V-91).

Subsequently, EIR396-A2 identified there to be a northwest-southeast trending photo lineament that traverses the TTC site from the southeast corner to the northwest corner of Section 33, Township 6 South, Range 8 East, San Bernardino Baseline and Meridian. Lineaments are relatively linear surface features that are typically due to either topographic relief or tonal contrasts that can result from a number of factors including faulting. In order to assess the origin and the potential for active faulting or fissuring on the site, a geologic observation was completed on February 14, 2011, as well as an aerial photographic analysis of several sets of stereo pair photographs available at Riverside County Flood Control and Water Conservation District (RCFCWCD) and a review of pertinent geological literature available for the site.

The southeast quarter of the northwest quarter of Section 33 produces a prominent tonal lineament observed on several of the images reviewed. At the time of the geologic observation, local clearings of salt encrusted soil were observed but they lacked a traceable pattern viewed from the ground and the area consisted of a fan palm plantation with north-south oriented furrows that displayed no differences across the lineament.

The aerial photographic analysis indicated that the type of lineaments most observed on the site consist of tonal contrasts, vegetation, roads and drainages. Geomorphic lineaments such as abrupt changes in elevation or offset drainages were not observed. Additionally, an index map to a 1953

aerial photo observed at RCFCWCD, displayed a pervasive northwest/southeast trending pattern formed by drainages in the area which appear to be the primary control of the soil type distribution. Because of the active fan palm plantation, a field confirmation of this conclusion is not currently feasible so it shall be conducted during grading when subgrade over-excavations can be observed by a geologist. Mitigation Measure MM Geo 1 below, was added to assure the negative findings related to seismic hazards are valid and provide guidance if findings are found to be inconsistent with the above.

> *Mitigation Measure Geo 1* – Although current analysis concludes that the site is not affected by earthquake faults, field confirmation will be conducted regarding the photo-lineament observed by the filed geologist (Petra Geotechnical, Inc.) on several aerial photographs of the site. The geotechnical study concluded that this condition "is related to agricultural activities (roads, furrow patterns) that are superimposed on the southeast drainage pattern of the area." Due to the phasing of Thermal Motorsports Track Club (now TTC), grading where the photo-lineament was observed will be conducted as part of the initial earthwork. Geologic observations and mapping will be conducted at the time of phase one grading to confirm the above conclusion that there are no earthquake faults on-site. Phase one of the TTC will include only construction of the track. Accordingly, if the above conclusion regarding photo-lineament is found to be incorrect and active faulting is observed, it will not affect the design or construction of the track because there are no above grade structures involved; however, prior to issuance of building permits, design of all other structures and the site plan would have to be designed or located such that the fault is avoided, foundations are modified, and all applicable seismic building code requirements are met.

The site is not located within an Alquist-Priolo earthquake fault or County fault zone and it was concluded no faults are known to exist within the mid valley area near the site with the exception of the Brawley Fault Zone to the south of the Project site and the San Andreas Fault Zone located approximately 5 miles to the northeast of the Project site. No faults however, are known to exist on the Project site.

Discussion of the Modified Project: The Modified Project occupies the same area and utilizes the same (if not better) building standards as previously analyzed. Grading has occurred on the Modified Project site and a number of facilities have been constructed. As the Modified Project's location has not changed and prior analysis found no evidence of the site being located in a fault zone, no impacts are anticipated. Mitigation measure MM Geo 1 remains in effect for the Modified Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measure MM Geo 1, the Modified Project does result in impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

GEOLOGY AND SOILS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
11. Liquefaction Potential Zone				
a. Be subject to seismic-related ground failure, including liquefaction?	☐	☐	☐	☒

Sources: RCLIS; Project Description; EIR396 et al

Findings of Fact:

a) *EIR396 Conclusion – Less Than Significant with Mitigation:* Liquefaction, due to relatively shallow groundwater, results in the potential for failure of the ground's ability to support structures. Liquefaction potential at the site was evaluated and documented in the Geotechnical Feasibility Report. The majority of the deeper sand layers present at the site are too dense to liquefy. Upon initial investigation, the majority of the soils encountered were clays and silts which are generally considered non-liquefiable. The report concluded that the relatively dense condition of the deeper sand layers along with the presence of thick confining silt and clay layers indicate only minimal liquefaction potential (EIR, p. V-93).

If soils with liquefaction potential are encountered in the future, proper site preparation and structure design can minimize liquefaction-related problems (EIR, p. V-93). Liquefaction can cause soil to shift and salts to move toward the surface.[3] Salty soils have also been a major problem for farmers of the Coachella Valley for years. In an area where the ground-water level is near the surface, the process of capillary action of the soil is powerful enough to draw the water to the surface where it evaporates leaving salts behind. The Project site has an existing system of tile drains ranging in size from 8 inches to 24 inches. These drains traverse the site from west to east at ½ mile intervals for the entire length of the site. The purpose of the tile drain system is to flush salts from the soils to reduce the salinity of the site. (EIR, p. V-67).

To minimize the potential for future liquefaction and liquefaction-related problems, the following mitigation measures would reduce this impact to less than significant:

> *Mitigation Measure C4-1* – Additional site-specific investigations addressing liquefaction potential shall be conducted once the locations and nature of structures are known. If potentially liquefiable soils are encountered during site-specific investigations, proper site preparation and building design shall be required to minimize liquefaction related problems (EIR p. V-93).
>
> *Mitigation Measure D2-6* – Where possible, the existing tile drains shall be maintained to prevent high salt water from migrating to the underground basin. (EIR, p. V-281)

Subsequently, EIR396-A2 identified that groundwater levels in several borings were found to be as shallow as five feet below existing ground. Thus, this assumption was utilized as well as an earthquake with a magnitude of 7.5 and a peak horizontal ground acceleration of 0.553g to evaluate liquefaction potential.

[3] Source: State of California, Alfred E. Alquist Seismic Safety Commission, California/Baja California Agricultural Summit: Impacts on Agriculture and Lessons Learned from the El-Mayor Cucapah Earthquake, November 4, 2010, http://www.seismic.ca.gov/minutes/2010_1104_%20Minutes.pdf

A subsurface layer of medium dense silty sand that is potentially liquefiable and subject to liquefaction-induced settlement is located at an approximate depth interval of 24 to 29.5 feet below existing ground in Boring B-1. A deeper layer of silty sand was also identified at a depth interval of approximately 33 to 40 feet and a layer of poorly graded sand at 48 to 50 feet. The two deeper layers were not found to be subject to liquefaction due to their high SPT N-Counts and the remaining soil layers consisted of non-liquefiable sandy silt and sandy clay soil materials with high percentages of silt and clay particles. Further, a boring drilled 1,000 feet north of SCST's Boring B-1 to a depth of 36.5 feet did not encounter any silty sand or sand layers This condition suggests that the silty sand layer found to be potentially liquefiable is discontinuous throughout the site. Additionally, ground fissures or sand boils are indications for manifestation of liquefaction at the surface. The thickness of the surface layer necessary to prevent manifestation of liquefaction at the surface is dependent on the thickness of the underlying liquefiable soils layers. The potentially liquefiable soil layer identified in Boring B-1 is overlain with 24 feet of non-liquefiable soils. Further, the site is not subject to liquefaction-induced lateral spreading as the site exhibits flat topography and is not located near a drainage channel or descending slope. Based on these conditions, the site is not subject to liquefaction-induced lateral spreading.

As groundwater was encountered at depths between 5 and 8 feet below ground surface, it was concluded that due to prior agricultural use, the site contains tile drains that maintain that groundwater depth so the integrity of the tile drain network should be maintained. Additionally, anticipated high groundwater elevations are not expected to rise.

Mitigation Measure C4-1 was revised as follows:

> *Mitigation Measure C4-1 (Revised)* – Additional site-specific investigations addressing liquefaction potential shall be conducted for implementing Projects once the locations and nature of structures are known. If potentially liquefiable soils are encountered during site-specific investigations, proper site preparation and building design shall be required to conform to the applicable earthquake standards set forth in the Uniform Building Code in order to minimize liquefaction related problems (EIR p. V-93).

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. Previous analysis concluded there is only a minimum potential for liquefaction. Additionally, while the tile drain system reduces salinity in the soil it also helps to mitigate against the rise of groundwater and risk of liquefaction. Mitigation Measure C4-1 (Revised) has been implemented for TTC as the southern portion of the track has been developed. Mitigation measures C4-1 (Revised) and D2-6 remains in effect for areas of the Modified Project that have yet to be developed. Thus, impacts are less than significant.

Finding: With implementation of mitigation measures C4-1 (Revised) and D2-6, the Modified Project does not result in impacts related to seismic-related ground failure, including liquefaction, beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

GEOLOGY AND SOILS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
12. Ground-shaking Zone				

a) Be subject to strong seismic ground shaking?	☐	☐	☐	☒

Sources: RCLIS; Project Description; EIR396 et al

Findings of Fact:

a) *EIR396 Conclusion – Less Than Significant With Mitigation:* The site lies within the Groundshaking Zones III-C and IV-C per the Seismic-Geologic Map included in the Riverside County General Plan. According to the General Plan, the Project includes Essential and Normal-Low to High Risk land uses. The degree of suitability for Normal-Low Risk and Normal-High Risk land uses relative to Groundshaking Zones III-C and IV-C, are generally suitable and provisionally suitable, respectively. According to the General Plan, general suitability refers to areas with expected ground shaking levels equal to or less than design levels as defined in the Uniform Building Code (UBC). "Provisionally suitable" would be expected to exceed the design levels as defined by the UBC by a factor ranging from 1 to 2. Consequently, UBC buildings may suffer moderate damage in these zones (EIR p. V-93).

Mitigation Measure C4-2 – Structures constructed on site shall be designed in consideration of the seismic design requirements of the Uniform Building Code and the seismic setting of the site (EIR, p. V-94).

Discussion of the Modified Project: The Modified Project boundary occupies the same area as previously analyzed. Mitigation measure C4-2 remains in effect for the Modified Project. Thus, impacts are less than significant.

Finding: With implementation of mitigation measure C4-2, the Modified Project does not result in impacts from ground shaking beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

GEOLOGY AND SOILS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
13. 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?	☐	☐	☐	☒

Sources: Project Description; EIR396 et al; COR ECVAP

Findings of Fact:

a) *EIR396 Conclusion – Not specifically addressed in the DEIR because the Environmental Assessment determined that the Project was not subject to landslide risk, soils with shrink/swell potential, or ground subsidence:* The Project site is relatively flat with approximately 45 feet of topographical relief. The existing topography tends to slope from the northwest to the southeast at a nominal rate of between 0.30 and 0.40 percent (EIR, p. V-52). The Geotechnical Report prepared for the EIR states that no evidence of past landsliding was observed at the site nor were any known landslides mapped in or around the Project site. The subject property is not at the immediate base of any steep hill and is located on relatively flat ground (GEO, p. 7).

Discussion of the Modified Project: The Modified Project occupies the same area (which is relatively flat with no slopes that constitute a landslide risk) as previously analyzed and as discussed in Item 10a, above. Thus, impacts are less than significant.

Finding: The Modified Project does not result in potential impacts related to landslide risk beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

GEOLOGY AND SOILS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
14. 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?	☐	☐	☐	☒

Sources: RCLIS; EIR396 et al

Findings of Fact:

a) As identified in Items 10a and 12a, above, the closest active subsidence area was identified approximately four miles to the west in the La Quinta area. Earth fissures commonly associated with the margins of subsidence area, have been observed in this general area along the western edge of the basin. The potential occurrence of earth fissures related to the areal subsidence to the west is considered low on the Project site. Additionally, the Coachella Valley Water District (CVWD) and the United States Geological Survey were contacted and both reported the ground fissuring has not been mapped or reported in this area. The Modified Project's potential impacts related to ground subsidence are less than significant. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

GEOLOGY AND SOILS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
15. Other Geologic Hazards				
a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	☐	☐	☐	☒

Sources: COR ECVAP; EIR396 et al

Findings of Fact:

a) *EIR396 Conclusion – Not analyzed due to lack of such a question on the Environmental Assessment form:* However, these issues were analyzed in the geotechnical report which was part of EIR396. According to the Earth Systems Geotechnical Report (1993), based on the Project site's geologic location and topography, the probability of secondary seismic geologic hazards that may result from an earthquake (including tsunamis and seiches) is negligible (GEO, p. 7). No volcanic hazards are

mentioned in the EIR or geotechnical report, however, there are no active volcanoes located within Southern California. Therefore, no potential impacts from such hazards will affect the Project site.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. Thus, impacts are less than significant.

Finding: The Modified Project does not result in impacts related to landslide risk beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

GEOLOGY AND SOILS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
16. 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?	☐	☐	☐	☒

Sources: EIR396 et al; Project Description; COR ECVAP; COR Ordinance 457

Findings of Fact:

a-c) *EIR396 Conclusion – Less Than Significant with Mitigation:* The Project site is relatively flat with approximately 45 feet of topographical relief. The existing topography tends to slope from the northwest to the southeast at a nominal rate of between 0.30 and 0.40 percent. Earthwork characteristics and grading recommendations as presented in the Geotechnical Feasibility Report were utilized in this study (Appendix B of EIR396). The grading concept illustrates site development feasibility and provides a "balanced" earthwork scenario not dependent upon import or export of material. Grading is designed to conform to the drainage conveyance requirements while following existing topographical patterns. All development areas are designed with positive drainage towards acceptable drainage conveyances. No significant impacts associated with on-site grading are anticipated (EIR, p. V-55).

Mitigation Measure C1-1 – Grading activities shall be in conformance with the overall Conceptual Grading Plan; the Uniform Building Code, Chapter 70; and Riverside County Ordinance No. 457 (EIR, p. V-55).

Mitigation Measure C1-2 – Prior to development within any area of the Specific Plan, an overall Conceptual Grading Plan for the portion in process shall be submitted for Planning Department approval (EIR, p. V-55).

Mitigation Measure C1-3 – Unless otherwise approved by the County of Riverside, Building and Safety Department, all cut and fill slopes shall be constructed at inclinations of no steeper than two (2) horizontal feet to one (1) vertical foot (EIR, p. V-55).

Mitigation Measure C1-4 – A grading permit shall be obtained from the County of Riverside as required by the County Grading Ordinance, prior to grading (EIR, p. V-55).

Mitigation Measure C1-5 – Erosion control practices shall be implemented during grading activities (EIR, p. V-55).

Mitigation Measure C1-6 – All Projects proposing construction activities including: clearing, grading, or excavation that results in the disturbance of at least five acres total land area, or activity which is part of a larger common plan of development of five acres or greater, shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within the Specific Plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program (EIR, p. V-55).

Mitigation Measure C1-7 – It is important that the grading plans are submitted to Coachella Valley Water District (CVWD) for utility clearance prior to issuance of a grading permit by Riverside County Building and Safety Department. This is to ensure that existing CVWD and United States Bureau of Reclamation (USBR) facilities are protected or properly modified to accommodate this development. The existence of some of these facilities, together with their relative importance, may require that the developer's grading plans be revised from those presented in the Specific Plan (EIR, p. V-55).

Discussion of the Modified Project: According to the County of Riverside Eastern Coachella Valley Area Plan's Figure 15-Steep Slope, the Modified Project is not located within an area of steep slopes. With implementation of the interim mitigation as described in Item 33a, below, berms would be less than 10 feet in height. However, no slopes would be greater than 2:1. The site is relatively flat and grading of the Modified Project area will be balanced. Mitigation measures C1-1 through C1-7 remain in effect for the Modified Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measures C1-1 through C1-7, the Modified Project does not result in impacts related to topography/slopes/grading beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

GEOLOGY AND SOILS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
17. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
b) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒

Sources: Project Description; EIR396 et al

Findings of Fact:

a) *EIR396 Conclusion – Less Than Significant with Mitigation:* The soils in the Gilman-Coachella-Indio Association were formed in medium to coarse textured alluvium and are very deep. The hazard of soil blowing is moderate to severe, and the sandy soils tend to drift in winds of 12 to 15 miles per hour or more. Nitrogen and phosphorus are deficient for maximum plant growth. In about 40 percent of this association, the seasonal water table is at a depth of three to five feet. The Salton-Indio-Gilman Association are nearly level, somewhat poorly drained to well drained silty clay loams, very fine sandy

loams, fine sandy loams, and silt loams in lacustrine basins. The soils in this association formed in fine textured lacustrine deposits of Old Lake Cahuilla with modifications by wind- and water-borne deposits from the mountains and fans to the north and northwest (EIR, p. V-52).

> *Mitigation Measures C6-1:* The Project shall be required by law to comply with regional and local rules and ordinances which will assist in reducing the short-term air pollutant emissions. For example, the SCAQMD's Fugitive Dust Rule 403 and Riverside County's Dust Control Ordinance require implementation of extensive fugitive dust control measures such as watering on site, re-vegetation, use of soil stabilizers, and submittal of a wind erosion plan in some instances (EIR, p. V-113).

Discussion of the Modified Project: The Modified Project will experience the same issues regarding soil erosion from wind as previously analyzed. Implementation of mitigation measure C6-1 remains in effect for the Modified Project resulting in less than significant impacts.

Finding: With implementation of mitigation measure C6-1, the Modified Project does not result in impacts related to soil erosion beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

b) *EIR396 Conclusion – Not specifically addressed in the DEIR because the Environmental Assessment determined that the Project was not subject to expansive soils:* The Geotechnical Report written in support of EIR396 states that the expansion index of the aforementioned sandy soil is in the very low category and the silts are in the low category.

Discussion of the Modified Project: The Modified Project is located within the same area as previously analyzed. The Project is not located on expansive soils.

Finding: The Modified Project does not result in impacts beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

GEOLOGY AND SOILS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
18. Erosion	☐	☐	☐	☒
a) Change deposition, siltation or erosion that may modify the channel of a river or stream or the bed of a lake?				
b) Result in any increase in water erosion either on or off site?	☐	☐	☐	☒

Sources: COR Ordinance No. 754; Project Description; EIR396 et al

Findings of Fact:

a-b) *EIR396 Conclusion – Less Than Significant with Mitigation:* The tributary watersheds for the Project site are located to the west in the Santa Rosa Mountains (Appendix F of EIR396). The Avenue 64 Evacuation Channel whose flows traverse the Project site from west to east, is an open channel and underground storm drain system. The Avenue 64 Evacuation Channel was constructed to alleviate storm runoff from the mountains to the west of the Project site and to provide dewatering of the Eastside Levee. The Project site receives off-site sheet flows originating within the Coachella Valley

itself, which enter the site along the northwesterly and westerly Project boundaries. Flows from the south are intercepted by the Avenue 66 drain, an open channel constructed in the 1930s. Since construction, the drain has been graded and is currently more like a levee than an open channel. A series of dikes and channels protect the site from Toro Canyon and other canyons lying westerly of the Project. The site is not in the direct path of stormwater flows from Martinez Canyon, however, due to the unpredictable nature of flooding on alluvial fans, the actual stormwater flows could flow toward the site. The dike along the south boundary, other upstream diversions, and the drainage improvements proposed by Caltrans for old Highway 86 west of the site, will provide protection to the Project from the Martinez Canyon flows (EIR, p. V-97).

The site is subject to significant sheet flow from areas off site. Regional flows approaching and passing through the Project site occur in a west to east pattern. Development would require the collection of flood flows along the western boundary and conveyance of those flows through the Project to ensure the protection of the developed properties from a 100-year flood. In addition, the storm flows would have to be re-dispersed along the eastern boundary to approximate the existing flow conditions, in order to avoid adversely impacting the downstream properties.

Although the ground generally may be dry at the beginning of a storm, the amounts and intensities of rainfall can easily saturate the ground, thereby eliminating percolation and increasing runoff. Development increases runoff by creating large areas of impermeable surfaces. The proposed development would substantially alter the site by replacing primarily agricultural uses with roadways, walkways, parking, and buildings. Because the majority of the Project site is undeveloped land, these impervious surfaces would reduce the infiltration of rainfall and increase stormwater runoff volumes (EIR, p. V-99).

Mitigation Measure C5-2 – The Project drainage system shall control storm flows such that runoff volumes leaving the site shall approximate existing conditions (EIR, p. V-100).

Mitigation Measure C5-3 – Drainage facilities associated with the Project shall be designed in accordance with the Riverside County Flood Control District Hydrology Manual and Standards, and CVWD Standards. On-site runoff shall be intercepted and conveyed through the development by means of a conventional catch basin and storm drain system, in accordance with CVWD standards (EIR, p. V-100).

Mitigation Measure C5-4 – A collector storm drain system to facilitate flows generated on site shall be designed to utilize street flow carrying capacity and flows into catch basins and inlets when the quantity exceeds the top of curb (EIR, p. V-100).

Mitigation Measure C5-5 – Protection from the 100-year flood shall be provided to all building pads in the Kohl Ranch, as the recommended Flood Control Plan is implemented (EIR, p. V-101).

Mitigation Measure C5-6 – Maintenance and upgrading of storm drain facilities shall be implemented as outlined in applicable regional facilities plans (EIR, p. V-101).

Mitigation Measure C5-7 – Pursuant to requirements of the State Water Resources Control Board, a state-wide general National Pollution Discharge Elimination System (NPDES) construction permit will apply to all construction activities. Construction activity includes: cleaning, grading, or excavation that results in the disturbance of at least five acres of total land area, or activity which is part of a larger common plan of development of five acres or greater. Therefore, as mitigation for this Specific Plan, the developer or builder shall obtain the appropriate NPDES construction permit prior to commencing grading activities. All

development within the Specific Plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program (EIR, p. V-101).

Mitigation Measure C5-8 – The hydrology and drainage design shall take into account the existing stormwater, irrigation and drainage facilities which cross the Kohl Ranch. The developer's engineer shall work with CVWD to develop an acceptable grading and drainage plan (EIR, p. V-101).

Mitigation Measure C7-1 – Private developments constructed in the project area shall be required to provide adequate site drainage during construction.

Mitigation Measure C7-2 – Temporary culverts, ditches, damns, catch basins, and settling ponds shall be installed in construction areas to maintain existing drainage flows and collect excess water and sediment coming from construction sites. Refer to mitigation measures C1-1 through C1-6 in EIR396 – Section V.C.1 (Landform & Topography/Slopes & Erosion), regarding grading requirements.

Subsequently, EIR396-A3 identified that development related to TTC Motorsports Park facilities will provide for on-site retention basins in lieu of bioswales, allowing for 100 percent of flows to be captured on-site. Mitigation measures C5-3 through C5-8 remain in effect for development related to TTC Motorsports with the addition of the following measures specific only to TTC Motorsports Park development:

Mitigation Measure C5-3A – Drainage facilities associated with the Thermal Club Motorsports Facilities shall be designed in accordance with the Riverside County Flood Control District Hydrology Manual and Standards. On-site runoff shall be intercepted and conveyed through the development by means of a conventional catch basin and storm drain system, in accordance with Coahcella Valley Water District standards.

Mitigation Measure C5-4A – A collector storm drain system to facilitate flows generated on-site shall be designed to utilized street flow carrying capacity and flows into catch basins and inlets when the quatity exceeds the top of curb and ultimately to on-site retention basins for the Thermal Club Motorsports Facilities.

Mitigation measure C5-2 does not apply to TTC facilities because TTC will retain 100 percent of the flows on-site through the use of retention basins. Thus, with the use of retention basins, potential impacts are less than significant.

Discussion of the Modified Project: The Modified Project occupies the same area with similar hydrology and drainage conditions as previously analyzed. Mitigation measure C5-2 through C5-8, C5-3A, C5-4A, C7-1, and C7-2 remain in effect for the Modified Project to ensure impacts remain less than significant.

Finding: With implementation of measure C5-2 through C5-8, C5-3A, C5-4A, C7-1, and C7-2, the Modified Project's potential impacts related to water erosion are less than significant. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

GEOLOGY AND SOILS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
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?	☐	☐	☐	☒

Sources: COR GP, Figure S-8, "Wind Erosion Susceptibility Map"; COR Ordinance 742; EIR396; EIR396-A2

Findings of Fact:

a) *EIR396 Conclusion – Less Than Significant:* In the Coachella Valley, wind erosion is one of the more significant geologic hazards not related to seismicity. The *Riverside County Comprehensive General Plan* has designated most of Indio and areas to northwest of the Project site as a "Blowsand Hazard Zone." Within this area, an "Active Blowsand Zone" has also been defined. The Kohl Ranch Project site is not located within the Blowsand Hazard Zone (EIR, p. V-54).

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. The County adopted Ordinance 742 relating to the control of fugitive dust and the corresponding PM-10 emissions in the Coachella Valley in 1994. In 2004, significant enforcement regulations were added to Ordinance 742. SPA3 will be subject to this Ordinance. The Modified Project's potential impacts related to wind erosion and blowsand are no different from those addressed in EIR396 which can be reduced to less than significant levels through the implementation of Ordinance 742 and adherence to construction dust control mitigation measures identified in the Air Quality section of the EIR.

Finding: The Modified Project does not result in impacts beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

GREENHOUSE GAS EMISSIONS

GREENHOUSE GAS EMISSIONS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
20. Greenhouse Gas Emissions				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Sources: Webb 2010b; EIR396 et al; WEBB(A)

Findings of Fact:

a-b) *EIR396 Conclusion – Not analyzed due to lack of such questions on the Environmental Assessment form:* Some gases in the atmosphere affect the Earth's heat balance by absorbing infrared radiation. This

layer of gases in the atmosphere functions much the same as glass in a greenhouse (i.e., both prevent the escape of heat). This is why global warming is also known as the "greenhouse effect." Increased emissions of these gases, due to combustion of fossil fuels and other activities, increase the greenhouse effect, leading to global warming and other climate changes.

Air Quality impacts for the Kohl Ranch Specific Plan were originally analyzed in EIR396 and were found to be above SCAQMD criteria pollutant thresholds for both construction and operations.

A greenhouse gas analysis was not performed at that time as none was required; however, all the information necessary to evaluate greenhouse gas emissions generated by the Project was available in EIR No. 396, and was subsequently utilized in the greenhouse gas (GHG) report prepared for EIR396-A2 (Webb 2010b).

It is widely accepted that continued increases in greenhouse gases (GHG) will contribute to global climate change although there is uncertainty concerning the magnitude and timing of future emissions and the resultant warming trend. Human activities associated with industrial/manufacturing, utilities, transportation, residential, and agricultural sectors contribute to these GHG. Emissions of carbon dioxide (CO_2) and nitrous oxide (N_2O) are byproducts of fossil fuel combustion. Methane, a highly potent GHG, results from off-gassing associated with agricultural practices, landfills, and wastewater treatment.

This is a "global" phenomenon and therefore GHG impacts by their nature are cumulative. As stated in the response to question 5 above, short-term, long-term and cumulative air quality impacts from criteria pollutants are considered significant with mitigation measures incorporated.

Mitigation measures and aspects of the Project's design which reduce air quality impacts would also help reduce potential impacts associated with GHGs:

Mitigation Measure C6-2 – Construction operations shall comply with all applicable control measures identified in the "State Implementation Plan in the Coachella Valley: 1994 BACM Revision," March 1994 (EIR p. V-113).

Mitigation Measure C6-3 – Construction equipment shall be selected considering emission factors and energy efficiency. All equipment shall be properly tuned and maintained (60 percent) (EIR, p. V-113).

Mitigation Measure C6-4–Construction activities shall be timed so as to not interfere with peak hour traffic and shall minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways (EIR, p. V-113).

Mitigation Measure C6-5–Ridesharing and transit incentives for the construction crew shall be supported and encouraged (EIR, p. V-113).

Mitigation Measure C6-6 – The Project shall utilize a mix of services on site to provide amenities for employees and residents that would reduce off-site vehicle trips. Consideration shall be given to postal services, banking, a food facility (restaurant/grocery store) and a ridesharing service to local commercial areas (25–50 percent effective) (EIR, p. V-115).

Mitigation Measure C6-7 – Local transit agencies shall be contacted to determine bus routing adjacent to the site that can be accommodated in design and for on-site provision of bus shelters and turnout lanes (EIR, p. V-115).

Mitigation Measure C6-8 – Energy-efficient street lighting and on-site lighting in parking and walking areas (e.g., low pressure sodium, metal halide, clean lucalox and high pressure sodium) shall be used on site to reduce emissions at the power plant serving the site (0.5 percent) (EIR, p. V-115).

Mitigation Measure C6-9 – Low-polluting and high-efficiency appliances shall be installed wherever possible. Solar energy shall be evaluated for heating any swimming pools or water heaters on site (2.5–6.5 percent) (EIR, p. V-115).

Mitigation Measure C6-10 – Transportation Demand Management (TDM) utilized on site shall support a reduction in mobile emissions as employees/residents convert from single occupant vehicle (SOV) use to other modes of transportation. TDM could include:

- creating employee carpools;
- preferential carpool parking;
- designing appropriate bicycling and walking paths;
- reduced costs for transit passes;
- flexible work hours for transit riding, carpooling, walking and bicycling employees; and
- implementing a parking fee on site to discourage single occupant vehicles (SOVs) (EIR p.V-115).

Mitigation Measure C6-11 – To assist in jobs/housing balance for the subregion, the Kohl Ranch Specific Plan includes a mix of land uses including, residential, business, commercial, industrial, open space, and public facilities. Both working and living opportunities have been made available within the thirteen Project neighborhoods. An emphasis has been placed on developing employment concentrations near medium to high density residential areas creating areas of local activity.

Mitigation Measure C9-1 – All developments within the Kohl Ranch Project area shall implement Title 24 building standards to minimize energy use. [To be superseded by MM GHG 1, below.]

Mitigation Measure C9-2 – Electric vehicle recharging facilities shall be permitted in all commercial developments.

Mitigation Measure D2-8 – A dual water system will be installed to service the larger landscaped areas. Where practical, smaller landscape areas requiring irrigation will be provided with service from a separate irrigation line.

Mitigation Measure D2-9 – The irrigation line will utilize canal water or treated effluent to irrigate the larger landscape areas initially. Treated effluent will be utilized when facilities are available, treatment is acceptable and the cost is practical.

Mitigation Measure D2-10 – All Project development shall comply with state, county, and CVWD regulations regarding water conservation and reclamation. All applicable sections of Title 20 and Title 24 of the California Code of Regulations shall be adhered to regarding water consumption and conservation.

Mitigation Measure D2-11 – Water conserving plumbing fixtures shall be used in all construction, including low- or ultra-low-flow toilets and reducing valves for showers and faucets.

Mitigation Measure D2-12 – Consistent with the requirements of Riverside County Ordinance 348, irrigation systems shall be used for common landscaped areas that minimize runoff and

evaporation and maximize water availability to plant roots. Project landscaping plans that identify irrigation systems shall be submitted for review prior to the issuance of individual Project building permits.

Mitigation Measure D2-13 – Consistent with the requirements of County Ordinance No. 348, native drought-tolerant plants approved by the County shall be utilized in common landscaped areas. Additionally, mulch shall be utilized in common landscaped areas where soil conditions warrant, to improve the soil's water storage capacity.

Mitigation Measure D2-15 – The developer shall work with CVWD and participate in area-wide programs developed under the leadership of CVWD to address impacts to groundwater supplies.

Mitigation Measure D2-16 – Development shall be consistent with the Project Water Conservation Plan.

Mitigation Measure D7-9 – The Project shall comply with the requirements of Title 24 of the Energy Conservation Code. [To be superseded by **MM GHG 1**, below.]

Discussion of the Modified Project: The Modified Project will not substantially alter the present or planned land use of this area, and impacts from air quality emissions from those land uses, short-term, long-term and cumulative, are similar or less than those examined previously in EIR396 (see responses to question 5 a through f). Also, the Modified Project will be subject to the above mitigation measures. The one-time construction-related GHG emissions from the Modified Project were assumed to be the same as the Thermal Motorsports Park evaluated in EIR396 and EIR396-A2 because the disturbance area is the same. The long-term operational GHG emissions from the Modified Project were modeled (WEBB-A) using the CalEEMod version 2013.2.2 program based on the land use and traffic assumptions evaluated in the TIA Addendum.

In addition to the default values used, assumptions relevant to model inputs for operation emission estimates used are:

- The same traffic trip assumptions utilized in the criteria pollutant analysis apply;
- The construction emissions from EIR396-A2 were amortized over a 30-year period consistent with SCAQMD recommendations. As the development footprint hasn't changed, the construction emissions would be similar and are assumed to the be the same for analysis purposes;
- Water-related GHG emissions were not separately estimated for the Thermal Motorsports Park in EIR396-A2; the total water demand for SPA2 was evaluated. However, the WSA prepared for EIR396-A2 calculated separate demand for this use. This demand is assumed to be similar to the demand for the Modified Project and was modeled in CalEEMod and the resulting GHG emissions are shown in **Table G** for both the Modified Project and EIR396-A2.

Table G, Modified Project GHG Comparison

Source	Total Metric Tons per year (MT/yr)	
	Modified Project[5] (CO_2E)	EIR396-A2 Project[1] (CO_2)
Amortized Construction Emissions[2]	4,226.24	4,226.24
Electricity	5,285.91	2,485.39
Natural Gas	760.33	5,909.60
Landscape Equipment	4.03	3.72
Water[3]	2.93	2.93
Mobile Source	7,949.85	19,669.64
Solid Waste[4]	412.70	412.70
Total	**18,641.99**	**32,710.22**

Source: WEBB-A, Table 4

Notes:

[1] Emissions for the Thermal Motorsports Park evaluated in EIR396-A-2 are in $MTCO_2$ and do not account for the contribution of CH_4 or N_2O emissions because those emissions factors were not available in the modeling program (URBEMIS) at that time. If these GHG were included, the total GHG emission would increase and show a larger difference between the Modified Project emissions.

[2] One-time emissions (i.e., construction) from the Modified Project are assumed to be the same as those estimated in EIR396-A2.

[3] Water-related energy emissions from the TTC Motorsports Park are assumed to be the same for the Modified Project and EIR396-A2. These emissions were not modeled separately in EIR396-A2, but the water demand for this use was available in the WSA for EIR396-A2 and was used herein.

[4] Solid waste emissions were not estimated in EIR396-A2 because it was not available in the URBEMIS model. However, the emissions from solid waste assumed to be the same as the Modified Project and were used for analysis purposes.

[5] Emission from the Modified Project do not include reductions from mitigation measures listed herein.

As shown in **Table G**, the Modified Project generates approximately 43 percent fewer emissions than the Project evaluated in EIR396-A2. EIR396-A2 determined that with required regulations and mitigation measures **MM GHG 1** through **MM GHG 7** implemented, the Project (with the TTC included) reduces emissions from Business-as-Usual scenario (the Project with land uses as described in EIR396) by a minimum of 35.8 percent; therefore, the Project's incremental contribution to a cumulative impact to global climate change is considered less than significant because it meets the reduction target established by AB 32.[4] As the GHG emissions from the Modified Project are less than those previously analyzed in EIR396-A2, the Modified Project would also meet the AB 32 reduction target.

MM GHG 1: In order to reduce energy consumption from the proposed Project development, construction of all homes and businesses shall exceed the 2008 California Energy Code - Title 24, Part 6 energy efficiency standards by 15%.[5] [This would replace D7-9 and C9-1, above.]

MM GHG 2: To reduce vehicle miles traveled, the Kohl Ranch Specific Plan will provide a transit center, including a bus stop opportunity and park–n-ride lot to facilitate carpooling and/or use of public transportation within some of the zones of the Project site which are restricted by airport flight paths/noise and with easy bus access.

MM GHG 3: To encourage carpooling and vanpools, the Kohl Ranch Specific Plan will designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing in all commercial areas.

[4] As described in EIR396-A2 and WEBB 2010b, AB 32 was adopted by the state in 2006 and requires statewide emissions be reduced to 1990 levels by 2020. The 2008 Climate Change Scoping Plan established GHG reductions that would meet this target and indicated that in order to meet the AB 32 GHG reduction target, emissions would need to be reduced by approximately 30 percent below Business-as-Usual.

[5] Compliance with this measure is achieved through implementation of the 2013 California Energy Code Standards, which are 25 percent more efficient than 2008 standards for residential construction and 30 percent better for nonresidential construction (http://www.energy.ca.gov/releases/2012_releases/2012-05-31_energy_commission_approves_more_efficient_buildings_nr.html).

MM GHG 4: Public information shall be provided to residents about opportunities to utilize public transportation and bicycles. This will be implemented through signage and information posted. Proof of compliance will be required prior to issuance of the building permit for each of the above facilities.

MM GHG 5: Separate recycling and waste receptacles will be provided at each house and at commercial sites. Proof of compliance (e.g., contract with waste hauler) will be required prior to final inspection of each residence. Signage and information regarding the recycling bins and acceptable recyclable materials shall be posted at commercial sites. Proof of compliance will be required by the Department of Building and Safety prior to the Plot Plan Final Inspection of all commercial facilities.

MM GHG 6: Install light colored "cool" roofs and cool pavements, whenever possible.

MM GHG 7: Preserve existing trees on site through the use in place or relocation of palms currently growing on site.

Because the Modified Project would not increase GHG emission beyond those previously evaluated and would meet the AB 32 reduction target, it would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG.

Finding: Like EIR396-A2, with implementation of required regulations and mitigation measures MM GHG 1 through MM GHG 7, Modified the Project would meet the Ab 32 reduction target; therefore, the Project's incremental contribution to a cumulative impact to global climate change is considered less than significant. Therefore, no new or substantially increased impacts result from the Modified Project beyond those previously analyzed.

HAZARDS AND HAZARDOUS MATERIALS

HAZARDS AND HAZARDOUS MATERIALS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
21. Hazards and Hazardous Materials				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	☐	☐	☐	☒
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

Sources: EIR396 et al; Project Description

Findings of Fact:

a-b & d) *EIR396 Conclusion – Less than Significant with Mitigation:* Residential development proposed for the Kohl Ranch site has little potential for the storage or use of toxic substances. However, the Project also includes industrial, business, and commercial uses. Although not anticipated at this time, it is possible that these future industrial, business, and commercial uses may store, handle, or generate toxic substances on site. The amount of toxic substances used and generated will depend on the types of industrial and commercial development eventually established within the Project.

The proposed land use plan separates and buffers these commercial and industrial land uses from the residential uses proposed on site. These measures will serve to protect future residents from exposure to toxic substances. None of the commercial or industrial land uses would be located within one-quarter mile of any existing school sites. In addition, federal, state, and local laws and regulations strictly control the storage, transport, and use of hazardous materials.

Impacts are considered significant if there is a threat to the general public due to the direct release of toxic substances into the atmosphere, soils or water supply, resulting from the use, storage, transportation, or production of these substances. The separation of land uses and existing control regulations would reduce impacts to less than significant levels (EIR, p. V-164).

Mitigation Measure C11-1 – Users of hazardous materials shall comply with applicable federal, state, and local regulations requiring elimination and reduction of waste at the source by prevention of leakage, segregation of hazardous waste, and other means. Industrial operations shall utilize methods such as recovery, reuse and recycling of wastes to minimize the amount of toxic substances disposed of (EIR, p. V-164).

Mitigation Measure C11-2 – Future industrial uses shall be reviewed to identify the specific wastes which may be generated for storage and disposal of potentially hazardous substances (EIR, p. V-164).

Mitigation Measure C11-3 – Hazardous materials that may be produced on site shall require transport by a licensed hauler to a designated facility. Haulers of hazardous materials, as well as disposal facilities, shall be licensed by the U.S. Environmental Protection Agency (EIR, p. V-164).

Mitigation Measure C11-5 – Interim agricultural operations shall adhere to all appropriate permit requirements related to the handling storage and transport of hazardous materials (EIR, p. V-166).

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. TTC within the mixed use designation shall comply with applicable federal, state, and local regulations (such as SCAQMD permits) and ALUC governing the storage and dispensing of fuel. The Modified Project changes the Commercial-Retail and Heavy Industrial land use designations in existing Planning Areas A-6, A-8, E-4, and E-2 to a Mixed Use designation. The Project would also redesign Planning Area E-2 into new Planning Areas E-2, E-5, E-6, E-7, and E-8, and will integrate Planning Area A-8 with E-4 for new Planning Area E-4. The Mixed Use designation allows for the same uses previously identified in the Heavy Industrial designation, including additional flexibility for recreational type uses, and allows for residential uses in Planning Areas E-5, E-6, E-7 and E-8 only in conjunction with TTC development. Implementation of mitigation measures C11-1 through C11-3, and C11-5 remain in effect for any industrial type uses proposed.

With respect to the proposed residential uses in Planning Areas E-5, E-6, E-7 and E-8, these uses aren't expected to generate large quantities of hazardous materials or waste. However certain activities could involve the use or generation of small amounts of potentially hazardous materials, such as cleaning materials, household pesticides, sanitary wastes or fuels. These materials would be subject to established regulations, handling requirements, and facilities, such as sewer systems and licensed delivery and waste hauling and storage equipment, that would avoid exposure, misuse, or and hazardous conditions during routine transport, use, and disposal.

Finding: With implementation of mitigation measures C11-1 through C11-3 and C11-5, the Modified Project's potential impacts regarding creation of significant hazards are no more significant than those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

c) *EIR396 Conclusion – Not specifically addressed because the Environmental Assessment determined that the Project does not involve possible interference with an emergency response plan or emergency evacuation plan*:

Discussion of the Modified Project: Access to emergency vehicles will be allowed at all times and adequate emergency vehicle access is part of the Specific Plan "Site Planning" section (SPA3, Section 3.3.2). Thus, the Modified Project will not impair the implementation of, or physically interfere with, an emergency response plan and/or emergency evacuation plan. No impact to emergency access is anticipated with the implementation of the Modified Project.

Finding: The Modified Project has no potential to impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, as was the case when the Kohl Ranch Specific Plan was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

e) *EIR396 Conclusion – Less than Significant with Mitigation:* Pesticides and composted sludge associated with agricultural operations can be expected to occur in soils on the Project site. These materials are applied in accordance with licenses issued by the County Agricultural Commissioner. A preliminary site assessment would be needed to determine the potential threat to human health posed by these chemicals (EIR, p. V-164). The majority of the Project site currently is in agricultural use. The agricultural users of the site, and the farming operations adjacent to the site, are all permitted as generators of hazardous materials as a result of their use of petroleum hydrocarbons and incidental use of pesticides. Potential problems resulting from this use are avoided through routine inspection and education. Consequently, existing contamination due to pesticide and fertilizer application is limited.

There are no known hazardous waste sites in the Project area. However, several sites in the Project vicinity handle hazardous materials, and have the potential to impact the proposed Kohl Ranch development. These include:

> Former Sludge Processing Facility (Torres-Martinez Indian Reservation), Golden Acres Produce Cooling Facility, and Wastewater Reclamation Plant No. 4.

The Former Sludge Processing Facility is located adjacent to and east of Section 9 of the Project site in the vicinity of Polk Street and Avenue 66 on Torres-Martinez Indian Reservation lands owned by the Ibanez family. In December 1994, two composting companies announced their intention to close operations at the 120-acre site, following the issuance of a preliminary injunction in November by a U.S. District Court Judge preventing more sludge from being brought to the site.

The Golden Acres Produce Cooling Facility is located approximately one mile east of Polk Street and Avenue 62. The facility is typical for agricultural areas in the Coachella Valley, and the site is not considered to be contaminated. This cooling facility uses approximately 500–1,000 pounds of anhydrous ammonia. With any compressed gas, a seismic event could result in a tank rupture and chemical release.

The Coachella Valley Water District (CVWD) Wastewater Treatment Plan No. 4 is approximately 1.5 miles east of the Project site. The facility is located between Avenues 62 and 64 on the north and south, and Fillmore Street and the Whitewater River to the west and east. CVWD stores relatively large quantities of hazardous substances at this location, including chlorine gas and compressed sulfur dioxide gas. These substances could pose a potential threat in the event of a release, requiring evacuation of the nearby population.

Mitigation Measure C11-4 – A soils assessment shall be performed by the applicant prior to construction of individual developments, for areas where there is evidence that pesticides or other hazardous materials have been stored, to determine whether site soils have been contaminated by past agricultural practices. If necessary, contaminated soils shall be sufficiently covered or removed, to avoid exposure of Project residents, workers, and visitors (EIR, p. V-165).

Mitigation Measure C11-5 – Interim agricultural operations shall adhere to all appropriate permit requirements related to the handling, storage and transport of hazardous materials (EIR, p. V-166).

Discussion of the Modified Project: The Modified Project allows for some new land uses within areas related to TTC. However, the Modified Project occupies the same area as previously analyzed. Therefore, no new areas will be affected or result in exposure to hazardous materials. As partial construction of TTC Motorsports Park has occurred, Mitigation Measure C11-4 has been implemented. Implementation of C11-4 and C11-5 will remain in effect for the Modified Project. Furthermore, compliance with all applicable federal and state laws related to the handling, storage, and response to upsets or accidents that may involve hazardous materials would reduce the likelihood and severity of potential risks to the public or the environment. Thus, impacts will remain less than significant.

Finding: With implementation of mitigation measures C11-4 and C11-5, the Modified Project's potential impacts regarding hazardous materials are no different from those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

HAZARDS AND HAZARDOUS MATERIALS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
22. Airports				
a) Result in an inconsistency with an Airport Master Plan?	☐	☐	☐	☒
b) Require review by the Airport Land Use Commission?	☐	☐	☐	☒

HAZARDS AND HAZARDOUS MATERIALS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
c) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Sources: EIR396 et al; SPA2

Findings of Fact:

a) *EIR396 Conclusion – Less than Significant with Mitigation:* The Project supports the development goals for the Thermal (Jacqueline Cochran) Airport by improving circulation in the Project vicinity and through the location of land uses throughout the Kohl Ranch site. The Specific Plan proposes the elimination of Avenue 60 where it would intersect with Runway 17-35, and proposes a new arterial, "A" Street, connecting Avenue 60 at the northwest corner of the Kohl Ranch with Avenue 62 at the eastern Project boundary, to maintain east-west access through the site. In addition, the land uses planned for the areas closest to the airport property respond to and support the master-planned development intended for the airport.

Mitigation Measure D12-1 – Elements of the Specific Plan that relate to the proposed airport uses shall be incorporated into individual development Projects (EIR, p. V-342).

Mitigation Measure D12-5 – Proposed development shall comply with the *Thermal (Desert Resorts Regional) Airport Height Guidelines* identified in the *Comprehensive Land Use Plan* (CLUP) for Thermal Airport (August 1992).

Subsequently, EIR396-A2 was prepared in order to analyze the land use plan modified under SPA2 to reallocated land uses, reflect new planning area boundaries as a result of street realignment, to reclassify specific plan land use designations in order to conform to the Riverside County General Plan land use designations, and add racetrack and racetrack related facilities as allowable uses. These modifications did not result in a change to the overall Project boundary or a substantial increase to the overall intensity of future land uses. EIR396-A2 identified that in December 2004, the Riverside County Economic Development Agency prepared a new Airport Mater Plan for the renamed Jacqueline Cochran Regional Airport. The Airport Master Plan calls out property acquisition of approximately 128 acres south of Avenue 60 for expansion of runway 17-35. The Airport Master Plan also delineates Airport Safety Zones and noise contours related to planned airport operations. In 2005, ALUC updated the CLUP for the Jacqueline Cochran Regional Airport which designates an airport influence area and includes land use compatibility guidelines that address airport noise, safety, height restrictions and general concerns related to aircraft overflight. The airport influence area around Jacqueline Cochran Regional Airport is divided into six compatibility zones. Five of those zones affect the Kohl Ranch Specific Plan.

On October 14, 2010, ALUC reviewed SPA2 and its related entitlements and found all to be consistent with the proposed airport expansion and improvement plans described in the Airport Master Plan for

the Jacqueline Cochran Regional Airport and conditionally consistent with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (JCRALUCP). To reflect changes updates made to the naming of the airport and its revised documents, mitigation measure D12-5 had been revised.

> *Mitigation Measure D12-5 (Revised)* – Proposed development shall comply with the *Jacqueline Cochran Regional Airport Height Guidelines* identified in the *Comprehensive Land Use Plan* (CLUP) for Jacqueline Cochran Regional Airport (2005).

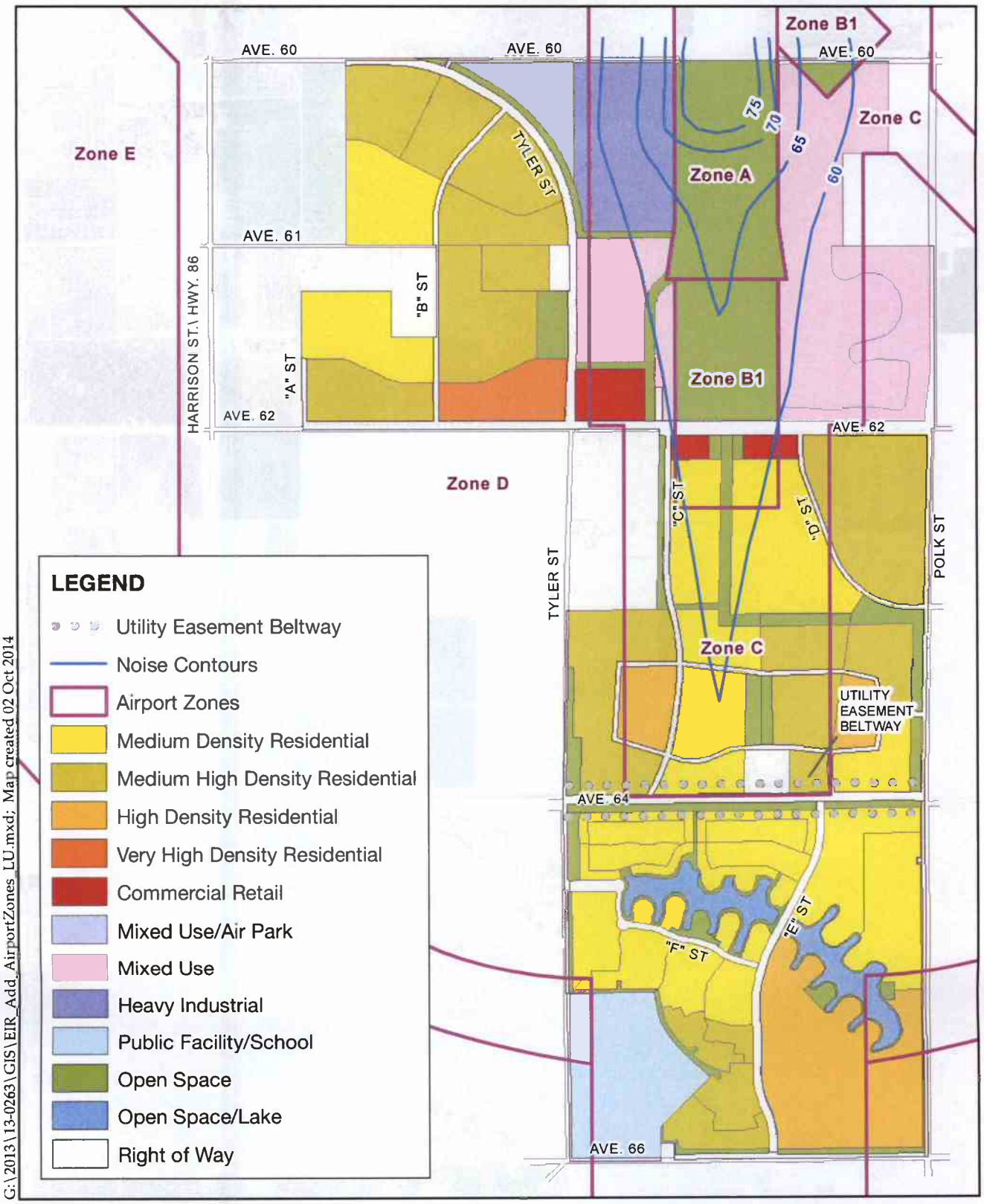
Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. The Modified Project is an amendment to existing Planning Areas A-6, A-8, E-4, and E-2 resulting in in land use designation changes from Commercial-Retail and Heavy Industrial to Mixed Use and the creation of new planning areas within the existing Planning Area boundaries. The Mixed Use designation will allow the same uses as currently approved, but remove golf course as an allowable use and add outdoor film studio to all proposed mixed use planning areas. Mixed-use residential as it relates to TTC Motorsports Park facilities and as defined below, through SPA3, and the SP Zoning Ordinance, will be added as an allowable use to proposed Planning Areas E-5 through E-8 only. The purpose of these changes are to allow for this unique combination of commercial, business, industrial, recreation, and residential product types associated with TTC development that are located within close proximity to one another. Hence, due to the unique nature of TTC Motorsports Park development, the Mixed Use designation will allow for horizontal mixed use.

The Mixed-Use designation allows for two or more different types of land uses contiguous to one another, planned as a unit. SPA3 will allow for mixed-use residential in proposed Planning Areas E-5, E-6, E-7 and E-8 only. These planning areas would allow for development of a residential product type to be located contiguous to non-residential uses and structures; i.e., TTC racetrack facilities. While residential product types, including overnight occupancy would be allowable within these Planning Areas, their associated uses would not be typical residential uses in nature, subject to all County of Riverside standards for residential development. As these units would be constructed as part of TTC Motorsports Park development, their uses are recreational-based. These units would be utilized primarily on the weekends by their racing enthusiast owners. Thus, the accompanying Specific Plan Zoning Ordinance has been revised accordingly to identify standards appropriate for this unique type of development.

Planning Areas E-5 through E-8, lie within ALUC Land Use Compatibility Zones C and D, as reflected on **Figure 5, ALUC Land Use Compatibility Zones**. Maximum residential dwelling units were established for Planning Areas E-5 through E-8 as reflected in **Table H, Maximum Units Allowable,** below. The maximums identified for each planning area were established to ensure consistency with ALUC density requirements. These maximums were found to be consistent with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (as amended in 2006), by ALUC on January 9, 2015.

Table H, Maximum Units Allowable

Planning Area	Maximum Unit Count
E-5	19
E-6	120
E-7	5
E-8	15



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Source: Kohl Ranch SPA No. 303, Amendment No. 3

0 1,000 2,000 3,000 Feet

Figure 5 - ALUC Land Use Compatibility Zones

The Kohl Ranch Specific Plan No. 303, Amendment No. 3

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SPA2 was brought into conformance with the Riverside County General Plan by establishing a minimum and maximum density for each residential land use planning area consistent with general plan, known as a density range. Maximum units allowed within each planning area are established by the maximum number of units set forth by this density range. Target dwelling units have been established for each planning area that fall within this density range to ensure the total unit count within the entire Kohl Ranch specific plan boundary does not exceed 7,171. Development within the density range is in conformance within the specific plan. Any units over or under the target number of units may be added or taken away from the overall balance of units to ensure the maximum unit count of 7,171 for the entire Specific Plan boundary is not exceeded.

To account for the residential dwelling units established within the Mixed Use designation, target densities have been adjusted for planning areas F-2, G-5, G-10, G-11, H-2, and H-4 as reflected in **Table I, Target Density Adjustments** below, to ensure the overall maximum unit cap of 7,171 approved for the entire Kohl Ranch SP boundary is not exceeded. The target densities remain within the density ranges for planning areas F-2, G-5, G-10, G-11, H-2, and H-4 and the overall target unit count of 7,162 does not exceed the maximum unit count of 7,171 for the entire specific plan.

Table I, Target Density Adjustments

Planning Area	Existing Target Dwelling Unit Count	New Target Dwelling Unit Count	Difference between Existing and New
F-2	215	158	(57)
G-5	104	69	(35)
G-10	56	37	(19)
G-11	81	70	(11)
H-2	134	118	(16)
H-4	161	141	(20)
TOTAL	**751**	**592**	**(159)**

As Planning Areas E-5, E-7, and E-8 lie within ALUC Zone C, which establishes more stringent density requirements than Planning Area E-6, which lies in ALUC Zone D, SPA3 identifies those requirements set forth by ALUC for each land use compatibility zone that each planning area must comply with. Further, signage between residential structures and non-residential structures, is required as part of SPA3 to support separation between the planning areas.

Further, incorporation of mitigation measures LU 2 through LU 4 will discourage overnight usage in planning areas for which it is not permitted.

> *Mitigation Measure LU 2* – Development of Mixed Use Planning Areas shall not exceed maximum unit count of 19 units in Planning Area E-5, 120 units in Planning Area E-6, 5 units in Planning Area E-7, and 15 units in Planning Area E-8.
>
> *Mitigation Measure LU 3* – Signs shall be posted at all access points into Planning Areas E-2 that shall identify no overnight occupancy is permitted within Planning Area E-2.

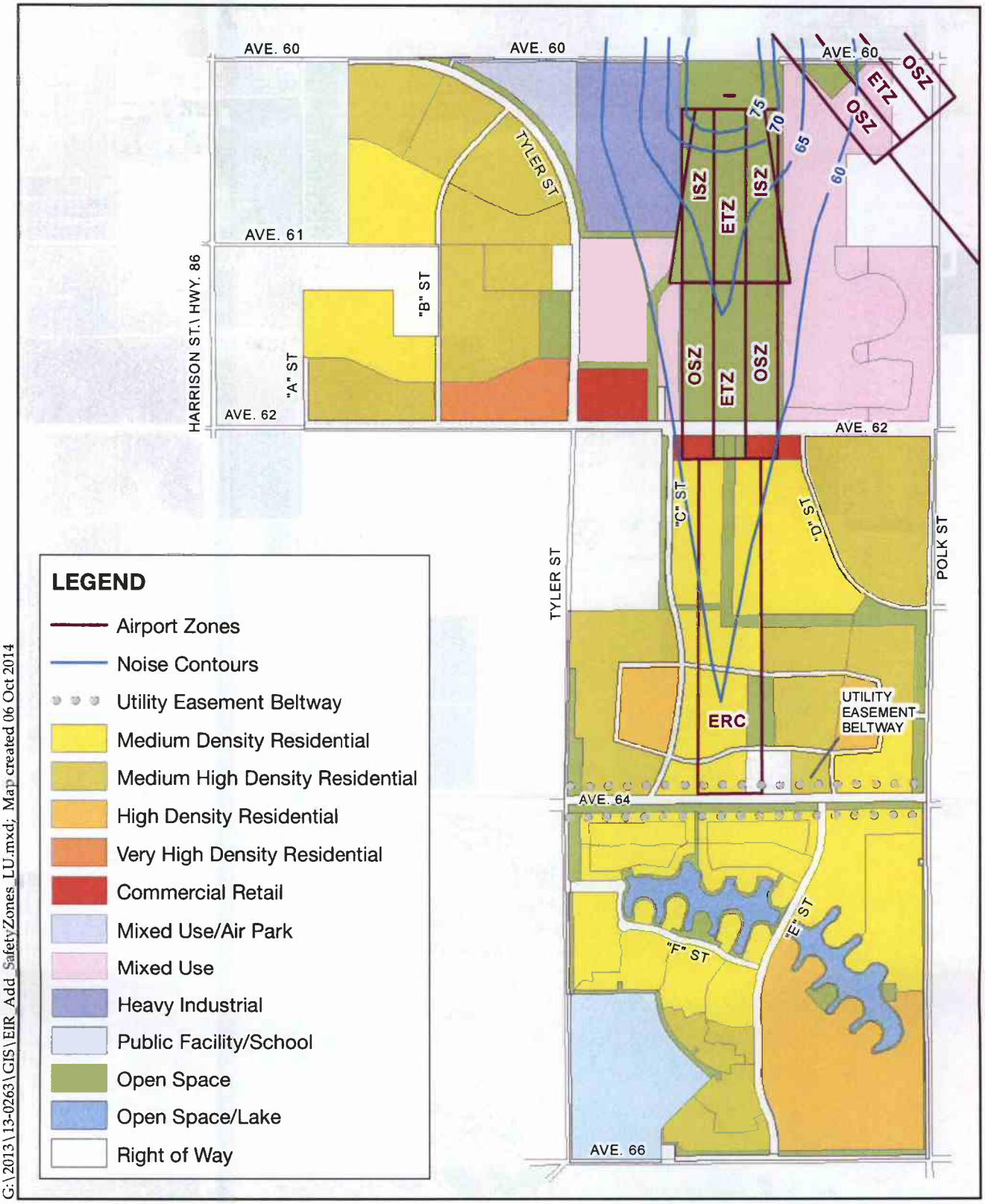
The CLUP establishes guidelines for land use compatibility zones (three of which affect the Modified Project site – Zones B1, C, and D as reflected on **Figure 5,** above) that prohibit particularly hazards land uses which may impede the ability of a pilot to see the airfield or which would pose an extraordinary hazard on the ground should a crash occur (e.g., flammable materials).

ALUC has also adopted six safety zones (ERC, ETZ, ITZ, OTZ, ISZ, OSZ) to promote land use planning, land use regulation, and the safety of persons on the ground, while reducing the risks of serious harm to aircraft occupants making forced landings in these areas. Five of these zones lie within the Modified Project site boundary, as reflected in **Figure 6, ALUC Safety Zones**. However, Planning Areas A-6 and proposed E-4 through E-8 do not lie within any of these zones. Open space is concentrated within the most restrictive safety zones (ISZ and ETZ). A small portion of the proposed mixed use Planning Area E-2, located in the northeastern portion of the Modified Project site, lies within safety zones ETZ and OSZ. The only new allowable use proposed in this planning area includes outdoor filming. The golf course use would be removed as an allowable use. All other uses in this Planning Area have already been approved by ALUC under SPA2. As outdoor filming would largely occur in the main paddock, which is not located within any of these zones, impacts are unlikely.

To ensure the Modified Project site remains consistent with surrounding development, mitigation measures D12-1 and D12-5 (Revised) remain in effect for the Modified Project to ensure elements that relate to the proposed airport uses be incorporated and that development complies with the CLUP. Further, the Modified Project will be subject to ALUC review.

The SPA Zoning Ordinance text will be revised to include a Mixed Use land use designation that outlines development standards applicable to Mixed Use development associated with TTC development. Implementation of mitigation measure LU 2 ensures the Modified Project will not exceed maximum units identified specific to planning areas located within ALUC Land Use Compatibility Zones. As the proposed changes do not exceed intensity or density requirements under ALUC's policies and do not impede future development of the Jacqueline Cochran Regional Airport as planned, ALUC found the changes proposed by the Modified Project to be consistent with the Jacqueline Cochran Regional Airport Master Plan on January 9, 2015.

Finding: With implementation of mitigation measures D12-1, D12-5 (Revised), LU 1 (Revised), and LU 2 through LU4, the Modified Project's potential impacts regarding consistency with the airport master plan are no different from those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.



G:\2013\13-0263\GIS\EIR_Add_SafetyZones_LU.mxd; Map created 06 Oct 2014

Source: Kohl Ranch SPA No. 303, Amendment No. 3

0 1,000 2,000 3,000 Feet

Figure 6 - ALUC Safety Zones

The Kohl Ranch Specific Plan No. 303, Amendment No. 3

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b) *EIR396 Conclusion – Not specifically addressed in the DEIR because the EA addressed the question:* The Project site is located within the jurisdiction of the Coachella Valley Regional Airport Authority. The Project will be reviewed by the Coachella Valley Regional Airport Authority in accordance with that Authority's procedures (EA, p. 16).

Discussion of the Modified Project: The Modified Project is subject to ALUC which now has authority over review. ALUC determined the Modified Project to be consistent with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (as amended in 2006) on January 9, 2015.

Finding: The Modified Project's potential impacts regarding hazardous materials are no different from those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

c-d) *EIR396 Conclusion – Less Than Significant with Mitigation:* Portions of the Kohl Ranch site are located within the five airport safety zones described in the Comprehensive Land Use Plan (CLUP). The Project land uses would be compatible with the requirements for these zones identified in the CLUP [as it existed in 1996]. Open space would be concentrated within the most restrictive safety zones, the Emergency Touchdown Zone (ETZ) and the Inner Safety Zone (ISZ). Land uses in the Specific Plan within the Outer Safety Zone (OTZ) would be limited to office, commercial, and light industrial land uses. Parking for these land uses would be located within portions of the planning areas within the ISZ, to help achieve density requirements. The Extended Runway Centerline (ERC) zone, while less restrictive, limits the density of uses within the zone. Consequently, open space and low density residential uses have been sited within this area. Residential cluster provisions incorporated into the Specific Plan Zoning encourage common open space areas to be located within the ERC, with transfer of residential density to areas outside the safety zone (EIR, p. V-345).

Compliance with the safety zone requirements in the Comprehensive Land Use Plan should reduce impacts to less than significant levels.

> *Mitigation Measure D12-2* – Individual development Projects shall adhere to land uses proposed in the Specific Plan to ensure consistency with safety zone guidelines and requirements in the Thermal Airport *Comprehensive Land Use Plan* (CLUP) (August 1992) (EIR, p. V-345).

Subsequently, EIR396-A2 was prepared in order to analyze the land use plan modified under SPA2 to reallocated land uses, reflect new planning area boundaries as a result of street realignment, to reclassify specific plan land use designations in order to conform to the Riverside County General Plan land use designations, and add racetrack and racetrack related facilities as allowable uses. These modifications did not result in a change to the overall Project boundary or a substantial increase to the overall intensity of future land uses. EIR396-A2 identified land use compatibility zones and safety zones within the Jacqueline Cochran Regional Airport Master Plan prudent to SPA2 designed to protect the airport and surrounding uses. Open space was designed into SPA2 to be concentrated within the most restrictive land use and safety zones; land use compatibility zones B1 and C and safety zones ETZ and ISZ. Land uses proposed by SPA2 within the OSZ safety zone were limited to commercial and industrial land uses. Parking for these land uses would be located within the portion of the planning areas within the ISZ safety zone, to help achieve the density requirements. The ERC safety zone, while less restrictive, limits the density of uses within the zone. Consequently, open space and medium density residential uses have been sited within this area. Residential cluster provisions were incorporated into the Specific Plan Zoning (see Section III of SPA2) encouraged common open space areas to be located within the ERC, with transfer of residential density to areas outside the safety zone

(SPA2, p. IV-78/9). To reflect changes made to the naming of the airport and its revised documents, mitigation measure D12-2 had been revised.

> *Mitigation Measure D12-2 (Revised)* – Individual development Projects shall adhere to land uses proposed in the Specific Plan to ensure consistency with safety zone guidelines and requirements in the Thermal Airport Jacqueline Cochran Regional Airport *Comprehensive Land Use Plan* (CLUP) (August 1992) (2005).

Discussion of the Modified Project: The Modified Project site lies within land use compatibility zones B1, C, and D. However, as discussed in Item 22a above, the Modified Project does not propose any uses that may impede the ability of a pilot to see the airfield or which would pose an extraordinary hazard on the ground should a crash occur. Further, Planning Areas A-6 and proposed E-4 through E-8 do not lie within any of these safety zones and only a small portion of the proposed mixed use Planning Area E-2, is located within safety zones ETZ and OSZ. The only new allowable use proposed in this planning area includes outdoor filming. The golf course use would be removed as an allowable use and all other uses allowable in Planning Area E-2 were found consistent by ALUC on January 9, 2015. As outdoor filming would largely occur in the main paddock, which is not located within any of these zones, impacts are unlikely. Further, Mitigation Measure D12-2 (Revised) remains in effect for the Modified Project.

Finding: With implementation of mitigation measure D12-2 (Revised), the Modified Project's potential impacts regarding airport-related safety hazards for people residing or working in the Project area are no different from those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

HAZARDS AND HAZARDOUS MATERIALS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
23. Hazardous Fire Area				
a) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Sources: COR GP, Figure S-11, "Wildfire Susceptibility"

Findings of Fact:

a) *EIR396 Conclusion – Not specifically addressed in the EIR because the Environmental Assessment did not include a question regarding wildfires.*

Discussion of the Modified Project: According to Figure S-11 in the Riverside County General Plan, the Modified Project is located within an area considered to be at very low susceptibility for wildfire.

Finding: The Modified Project's potential impacts regarding susceptibility to wildfires are very low. Therefore, impacts are considered less than significant.

HYDROLOGY AND WATER QUALITY

HYDROLOGY AND WATER QUALITY Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
24. Water Quality Impacts				
a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?	☐	☐	☐	☒
b) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
d) Create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
g) Otherwise substantially degrade water quality?	☐	☐	☐	☒
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g., water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g., increased vectors and odors)?	☐	☐	☐	☒

Sources: EIR396 et al; Project Description; COR GP; FEMA; SPA3

Findings of Fact:

a) *EIR396 Conclusion – Less than Significant with Mitigation*: The Kohl Ranch Project site is extremely flat, sloping from the northwest to the southeast at less than half of one percent. Storm flows throughout the Project site and surrounding areas are collected in the CVSC (Whitewater River). The drainage lines in Avenues 60, 61, 62, and 65, are drainage pipelines and were not designed to convey surface runoff. Stormwater runoff shall not be discharged into these drainage lines.

The evacuation channel in Avenue 64 and the open channel in Avenue 66 were constructed to convey stormwater flows. The capacities and grades of these channels need to be evaluated before it can be assumed that they can receive additional stormwater flows. The developer shall bear the cost of

improvements to these channels if they are needed to convey additional stormwater flows. Based on the designs for storm drainage, storm flows from the site would not impact the Avenue 66 channel.

The tributary watersheds for the Project site are located to the west in the Santa Rosa Mountains. The Avenue 64 Evacuation Channel whose flows traverse the Project site from west to east, is an open channel and underground storm drain system. The Avenue 64 Evacuation Channel was constructed to alleviate storm runoff from the mountains to the west of the Project site and to provide dewatering of the Eastside Levee. The Project site receives off-site sheet flows originating within the Coachella Valley itself, which enter the site along the northwesterly and westerly Project boundaries. Flows from the south are intercepted by the Avenue 66 drain, an open channel constructed in the 1930s. Since construction, the drain has been graded and is currently more like a levee than an open channel. A series of dikes and channels protect the site from Toro Canyon and other canyons lying westerly of the Project. The site is not in the direct path of stormwater flows from Martinez Canyon, however, due to the unpredictable nature of flooding on alluvial fans the actual stormwater flows could flow toward the site. The dike along the south boundary, other upstream diversions, and the drainage improvements proposed by Caltrans for old Highway 86 west of the site, will provide protection to the Project from the Martinez Canyon flows (EIR, p. V-97).

> *Mitigation Measure C5-8* – The hydrology and drainage design shall take into account the existing stormwater, irrigation, and drainage facilities which cross the Kohl Ranch. The developer's engineer shall work with CVWD to develop an acceptable grading and drainage plan (EIR, p. V-101).

Subsequently, EIR396-A2 was prepared in order to analyze the land use plan modified under SPA2 to reallocated land uses, reflect new planning area boundaries as a result of street realignment, to reclassify specific plan land use designations in order to conform to the Riverside County General Plan land use designations, and add racetrack and racetrack related facilities as allowable uses. These modifications did not result in a change to the overall Project boundary or a substantial increase to the overall intensity of future land uses. EIR396-A2 identified that during the intervening years since EIR396 was certified, the developer worked with CVWD to develop an acceptable drainage plan. Part of the process included CVWD evaluating the off-site flows and working with the developer to ensure that the drainage patterns around the site were not altered significantly.

Hydrology models were developed to calculate peak 100-year runoff that impacts the Kohl Ranch Specific Plan. As described in EIR396, off-site runoff impacts the Project from two primary sources. The area of the Specific Plan located south of Avenue 64 is primarily impacted by runoff from Martinez Canyon and the Martinez Canyon Alluvial Fan; north of Avenue 64, the Project is generally impacted by runoff from the Coachella Valley floor. The peak runoff that impacts the Project from Martinez Canyon is greater than the peak runoff that impacts the Project from the Coachella Valley floor. For both Martinez Canyon and the Valley Floor, runoff patterns and flow rates were evaluated and quantified both upstream and downstream of the Project site. The drainage concept for SPA2 accounts for collecting off-site runoff, conveying it through the Specific Plan, and releasing it downstream in a manner that is consistent with current drainage patterns and California Drainage Law, as described below.

Drainage flows enter the property from the northwest corner of the site and along the western boundary, drain through the property and outlet along the southeast boundary between Avenues 66 and "D" Street. Development of the Project will require the collection and conveyance of flood flows through the Project in a manner which will ensure the protection of the developed properties from a 100-year flood. In addition, storm flows will be re-dispersed along the eastern boundary to approximate existing flow conditions, to avoid adversely impacting downstream properties. The

proposed flood control system is designed to collect the storm flows as they enter the site in collection basins, transport the flows through the site in graded swales and drainage pipes, and discharge the flows over weirs, on the east side of the Project.

In addition to Mitigation Measure C5-8, SPA2included the following Drainage Development Standards numbered below:

1) All drainage facilities will be designed and constructed in accordance with RCFWCD standards and specifications, and the Standard Specifications for Public Works Construction (GREEN BOOK).
2) Drainage facilities will be subject to the review and approval of the Riverside County Transportation Department.
3) Design of drainage facilities will be reviewed by CVWD in conjunction with their review of the sewer and water facilities.
4) Drainage plans shall be submitted to CVWD for review and approval. This is to ensure that all proposed facilities are compatible with existing CVWD and U.S. Bureau of Reclamation facilities.
5) The capital cost of all on-site facilities will be the responsibility of the applicant. Such facilities will be dedicated to Riverside County and a homeowners or County Service Area for maintenance and operations.
6) All areas within the Specific Plan area will be required to prepare a Storm Water Pollutant Prevention Plan (SWPPP) in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) standards. Industrial developments will require an additional SWPPP to operate.
7) All Projects proposing construction activities, including: cleaning, grading, or excavation that results in the disturbance of at least five acres total land area, or activity which is part of a larger common plan of development of five acres or greater, shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within the Specific Plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program. Mitigation measures may include, but not be limited to: on-site retention, covered storage of all outside storage facilities, vegetated swales, and monitoring programs.
8) The drainage plan for Kohl Ranch shall take into account the existing agricultural drainage facilities in this area. Possible conflicts with these facilities shall be evaluated by the developer's engineer and CVWD.

TTC Motorsports Park has been identified to an open channel to be constructed as part of the Kohl Ranch Specific Plan Development. The channel restricts off-site flows from impacting the TTC by collecting and conveying the off-site flows around the Project site. The structures will begin with a channel along Avenue 60 to capture all flows generated from the north. These flows, along with all flows generated from the westerly tributary areas, will then be conveyed from Avenue 60 and south to Avenue 62 in an open channel. At Avenue 62, the channel transitions into a box culvert in order to convey all flows under Avenue 62. After being conveyed under Avenue 62, flows will then be conveyed to the east along their existing historical flow path.

The on-site developed runoff will be pre-treated and mitigated to pre-development level at various locations prior to discharge into the open channel, with subsequent dispersion into the natural path with ultimate discharge to the CVSC. The discharge of the treated surface runoff to the 150-foot wide channel will occur at three primary locations as follows:

Area 1: This watershed consists of a Temporary Open Space/Landscape Buffer area, a Trailer Storage area, a Maintenance Building, and the Kart Administration/Registration area. The tributary area consists of approximately 19.0 acres and is located south of Avenue 61, east of Tyler Street, and west of the proposed 150-foot wide channel. Retention basins located in the Open Space Area and adjacent to the 150-foot wide channel, along with other retention basins located throughout the Project site, will mitigate the increased stormwater runoff to pre-development conditions.

Area 2: This watershed consists of a Kart Track and the Team Garage area. The tributary area consists of approximately 23.9 acres and is located south of Area 1, east of Tyler Street, and west of the proposed 150-foot wide channel. This area will discharge to a 100-foot wide open channel tributary to the 150-foot wide channel (both channels to be constructed as part of the Kohl Ranch Specific Plan development). Retention basins located in the Kart Track Area and adjacent to the channels, along with other retention basins located throughout the Project site will mitigate the increased stormwater runoff to pre-development conditions.

Area 3: This watershed consists of Administration/Registration, Member's Storage Garage, Control Tower, Corporate Event Tent, Track Side Garage/Luxury Suite, Tuning Shop, Fuel Island, Member's Private Garage, and a Race Track. The tributary area consists of approximately 282 acres and is located south of Avenue 60, west of Polk Street, and east of the proposed 150-foot wide channel. Multiple bio-filtration swales will be located throughout the site, utilizing the open space of the racetrack. Retention basins located throughout the racetrack area, along with other retention basins located throughout the Project site will mitigate the increased stormwater runoff to pre-development conditions with discharge via a proposed culvert at Avenue 62 to the proposed infrastructure channel prior to dispersion at Polk Street.

The preliminary retention basin sizing is also based on mitigating the post-development to pre-development volume runoff generated by the 100-year, 1-, 3-, 6-, and 24-hour storm events per condition letter dated November 1, 2010 (CVWDa). The proposed building pads and MEGs will be designed for a 100-year, 1-hour flood protection. The storm runoff flooding potential for the MEGs' pads, commercial areas, and streets has been limited by keeping local tributary areas to a maximum of 5 acres. The on-site roadways, consisting of private streets to be maintained by the POA, will be designed so that the 100-year, 1-hour, peak runoff does not exceed the POA right-of-way line.

The groundwater table is generally found between 5 to 8 feet from the existing ground surface. To allow for infiltration of the retention basins and to avoid exposing the groundwater table, the site design has been based on cuts limited to approximately 3 feet. Due to the presence of clay materials, it is proposed to construct gravel pits at the bottom of the basins to ensure that the retention basins can infiltrate the treated surface runoff within 48 hours after the storm.

Moreover, the racetrack will implement the following design measures to avoid or reduce potentially significant impacts to surface and groundwater resources:

- A portion of the site will be preserved as temporary open space.
- The Project proposes several open space areas to be utilized for conveyance and treatment of stormwater, including biofiltration swales and retention/infiltration basins.
- On-site storm drain and swales within open space areas will be used to convey stormwater.
- Minimal impervious surfaces are to be incorporated into the landscape design.
- Where feasible, roof runoff from MEGs will be directed to the vegetative swales within the race track open area instead of discharging to the streets. The roof runoff from the commercial sites will be comingled with the pavement area and will be treated prior to off-site discharge.

- Streets will be directed via periodic storm drain inlets and pipes to the vegetative swales within the race track open area.
- No municipal separate storm sewer systems are available for high flow discharge. All on-site flows are typically routed to retention basins with overflow providing for safe outlets in major or multiple events.
- Decomposed Granite will be used whenever feasible. Permeable pavement is not adequate for the commercial portion of the Project due to forces from turning, braking, and acceleration.
- Landscaping areas around and within the parking lot will be incorporated during Final Design.
- Gravel pits will be considered in areas where retention basins are used. Infiltration of the retention volume will be accomplished within 48 hours. Where needed, gravel pits will be constructed at the bottom of the retention basins per the detail shown on the grading plan.
- Ponding areas will be incorporated throughout the Project's open space areas to increase opportunities for infiltration.
- Bio-retention areas will be incorporated within the race track areas.

Subsequently, EIR396-A3 was prepared for changes related to TTC Motorsports Park development that would remove the requirement for water quality swales shown on the approved Plot Plan 24690 and instead allow all runoff for the 100-year storm to be retained on-site within retention basins located throughout the project site; remove the requirement for sidewalks from the interior streets; modify the off-site open channel by reconfiguring the daylight channel; modify race track grading by elevating the track; require all sewers within project boundaries to be private per agreement with the Coachella Valley Water District; modify previous registration building to become a member's private garage; relocate irrigation reservoir from off-site to the western portion of the project site with the addition of an aviary screen; and, design modifications to the previously approved member's private garages which consists of a revised Design Manual. The revised plot plan also proposed up to seven (7) construction phases.

EIR396-A-3 identified that TTC Motorsports Park will incorporate the use of on-site retention basins in lieu of bioswales. The storm drain and equilzation systems within the track area have been sized to convey peak runoff from intercepted 100-year, 24-hour storm runoff to the on-site retention basins. The exception is the paddock area in which the pipes have been sized to convey the 10-year, 24-hour storm runoff. However, the paddock is not expected to be utilized during large storm events and there are no structures in close proximity. Overflow would be routed as surface flow to retention basins. Within the interior streets, the storm drain system has been designed for the confluenced runoff from the 10-year, 24-hour storm allowing a minimum of one foot of freeboard to the neighboring pad. The on-site roadways have been desgined so that the 100-year, 24-hour peak storm runoff is contained with the right-of-way to be conveyedusing both pipes and surface over overflow to the retention basins. The use of retention basins will allow the capture of 100 percent of flows on-site which will simply infilitrate. Development of TTC Motorsports Park will still require implementation of mitigation measure C5-8. Thus, with the use of retention basins, potential impacts related to these issues are less impactful than those analyzed in the previous CEQA documents.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed and does not result in a substantial increase in the intensity of land uses. As such, the above discussion for the racetrack and associated uses regarding the design for addressing runoff and ground and surface water resources from the Previous CEQA Documents are adequate in addressing potential impacts of this Project. Mitigation Measure C5-8 remains in effect and the Modified Project will be

required to adhere to SPA3 Drainage Development Standards and design measures enumerated above.

Finding: With implementation of mitigation measure C5-8 SPA3 Drainage Development Standards, and design measures, the Modified Project's potential impacts are no different from those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

b) *EIR396 Conclusion – Less Than Significant with Mitigation:* Residential, commercial, office and industrial land uses associated with the Kohl Ranch development may impact beneficial uses of surface drainage waters, including the CVSC, through an increase in nonpoint source pollution.

Industrial development has the potential to impact surface and groundwater through incidental and accidental releases of contaminants. Increased solid waste and waste handling as a result of the Project also could impact surface and groundwater quality. Stormwater discharge permits could include provisions for spill prevention and response procedures, consistent with RWQCB permitting requirements. Thus, in the event of accidental release of contaminants, hazardous materials crews would be able to respond and mitigate pollutants entering storm drain facilities. Such releases are anticipated to be infrequent and controlled. Therefore, impacts are considered less than significant.

Over the long term, proposed development would introduce nonpoint sources of pollution such as parking lots, roofs, roads, industrial chemicals and fertilizers. These pollutants may be picked up by stormwater runoff and enter surface water bodies. Runoff water quality is at its worst during the first storm following a prolonged dry period due to the "first flush" effect: the storm tends to remove pollutants that have accumulated over the preceding dry period. These pollutants include hydrocarbons, heavy metals and bacterial contaminants that originate from urban sources. Subsequent stormwater runoff generally is of better quality because exposed surfaces are typically less contaminated with pollutants.

The Project incorporates several features that would reduce the impacts of urban nonpoint source pollution. A catch basin and storm drain system is planned, to intercept and convey runoff through the site. The increase in on-site runoff resulting from development would be detained on site and allowed to percolate into the ground, instead of impacting surface waters. Graded drainage channels throughout the site, with native desert vegetation, would transport water and filter organic and inorganic materials.

Urban storm runoff from the Project would have reduced levels of pollutants due to detention in lakes and ponds. Studies in various parts of the country have indicated that detention of urban storm runoff can significantly reduce pollutant loads in the discharges of urban storm runoff to surface water bodies. First, a significant amount of the potential pollutants are associated with the suspended fraction of the runoff. Settling removes such pollutants, which are retained with solid materials at the bottom of the basin. Sediment accumulating in the bottom of a basin can be periodically removed, if necessary. Second, treatment of some pollutants naturally occurs while water is held in the pond, due to oxidation, biodegradation and other processes. The biochemical oxygen demand (BOD) of the runoff would be expected to be significantly reduced due to oxidation of organic matter in the detention basin (EIR, p. V-134).

> *Mitigation Measure C7-3* – All development shall be subject to NPDES regulations enforced by the RWQCB (EIR, p. V-134).

Mitigation Measure C7-4 – All discharges to surface waters and groundwater shall comply with the goals of the most current applicable Water Quality Control Plan for the Colorado River Basin (EIR, p. V-134).

The Project has a build-out period of twenty-five years. While the site is developing for urban uses, it is anticipated that agricultural operations would be permitted to continue on the site. These operations involve irrigation with Colorado River water, and use of chemical pesticides in accordance with permit requirements. These practices have the potential to degrade surface and groundwater quality. This potential impact is short-term and is not considered significant. The Specific Plan Project would result in the elimination of agricultural sources of pollution to surface and groundwaters in the Project vicinity.

Mitigation Measure C7-5–Interim agricultural operations shall be required to comply with the applicable permit requirements in the application of pesticides (EIR, p. V-135).

Subsequently, EIR396-A2 identified that on-site runoff will be intercepted and conveyed through the development by means of conventional catch basin and storm drain systems, in accordance with CVWD standards related to flooding and Regional Water Quality Control Board standards for water quality, so that the increase in on-site runoff resulting from the development will be detained on site and allowed to percolate into the ground or be captured and reused. The collector storm drain system will be designed to utilize street flow carrying capacity and flows into catch basins and inlets when the quantity exceeds the top of curb.

TTC Motorsports Park has been identified to drain to a 150-foot wide open channel to be constructed as part of the Kohl Ranch Specific Plan development. The on-site runoff will be pre-treated at various locations prior to discharge into multiple on-site retention basins. The on-site retention basins are sized to mitigate the post-development runoff to the pre-development runoff. The stormwater runoff mitigation is based on the 2-year and 10-year, 24-hour events, and 100-year, 1-hour, 3-hour, and 24-hour events. Runoff in excess of the retention basin capacity will be discharged to the master planned backbone drainage system consisting of a 150-foot wide open channel, with subsequent discharge to the CVSC. The discharge of the treated surface runoff to the 150-foot wide channel will occur at three primary locations and design measures to avoid or reduce potentially significant impacts to surface and groundwater resource will be implemented as discussed in Item 24a

As TTC development has the potential for the following pollutants of concern: bacteria/virus (which could additionally cause impairment to receiving waters), heavy metals, nutrients, pesticides, organic compounds, sediments, trash and debris, oil and grease, and oxygen demanding substances, implementation of the following source control BMPs shall be implemented to address the pollutants of concern for all Project sub-areas where these pollutants were not fully addressed with site design BMPs.

Subsequently, EIR396-A3 was prepared for changes related specifically to TTC Motorsports Park development. Source control BMPs were modified to remove Maintenance Bays, Vehicle and Equipment Wash Areas, Outdoor Material Storage Areas, Outdoor Work Areas or Processing Areas as potential sources because these are prohibited on-site. Implementation of the BMP to include MS4 Stenciling and Signage was found to be no longer applicable to TTC development because flows are not conveyed to river. It was further found that Air/Water Supply Area Drainage as a source control BMP is necessary and requires paving and grading of these areas to prevent stormwater run-on. All other BMP's remain in effect. Further, compliance with National Pollutant Discharge Elimination System will reduce potential impacts to water quality during construction. While TTC development will still require implementation of mitigation measure C7-3 through C7-4, it will not require mitigation

measure C7-5 as no agricultural acitivies are occuring on-site. Additionally, with the use of on-site retention basins, potential impacts related changes to TTC development are less than signifianct.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed and does not result in a substantial increase in the intensity of land uses. As such, the above discussion for the racetrack and associated uses regarding the design for addressing runoff and ground and surface water resources from the Previous CEQA Documents are adequate in addressing potential impacts of the Modified Project. All BMP's related to TTC development as identified in Item 24b above, remain in effect as do mitigation measure C7-3 through C7-5. Further, the Modified Project will be required to adhere to SPA3 Drainage Development Standards and design measures enumerated in Item 24a, above.

Finding: With implementation of mitigation measure C7-3 through C7-5, BMPs, Drainage Design Standards and design measures, the Modified Project's potential impacts are no different from those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

c) *EIR396 Conclusion – Less Than Significant with Mitigation:* Three aquifers underlie the Project area: the semi-perched; the upper confined; and the lower confined. The aquifers are distinct and are separated by impermeable fine-grained sediments. Groundwater is stored primarily in the unconsolidated Pleistocene sediments of the lower confined aquifer. In the valley, the thickness of water-bearing sediments generally exceeds 1,000 feet. A clay aquitard resulting from past sedimentation in the old lake bed extends from the Salton Sea to west of Indio. This clay layer overlies the domestic use aquifers and underlies layers of permeable sediments and perched groundwaters which are replenished by percolating excess agricultural irrigation water. The upper and lower confined aquifers are primarily recharged by subsurface flow from northwest of the Project area. Precipitation falling directly on the valley floor is not sufficient to be considered a long term source of recharge to the basin.

Mitigation Measure D2-1–A detailed hydraulic analysis shall be performed by the developer in conjunction with the preparation of improvement plans for each phase of development (EIR, p. V-280).

Mitigation Measure D2-2 – Ten on-site domestic water wells shall be provided, with capacity to pump an average of 1,600 gallons per minute. These wells should be deep well vertical turbines with electric motors and a portable generator receptacle for emergency operation (EIR, p. V-280).

Mitigation Measure D2-3–Additional wells shall be identified and dedicated to CVWD. The district requires one well site per 70 acres of development (EIR, p. V-280).

Mitigation Measure D2-4–Reservoirs shall be provided in accordance with CVWD standards (EIR, p. V-280).

Mitigation Measure D2-5–Transmission lines to the reservoirs shall be sized in accordance with CVWD requirements (EIR, p. V-280).

Mitigation Measure D2-6–Where possible, the existing tile drains will be maintained to prevent high salt water from migrating to the underground basin (EIR, p. V-281).

Mitigation Measure D2-7–All water lines shall be designed and installed as required by CVWD (EIR, p. V-281).

Mitigation Measure D2-8–A dual water system will be installed to service the larger landscaped areas. Where practical, smaller landscape areas requiring irrigation will be provided with service from a separate irrigation line (EIR, p. V-281).

Mitigation Measure D2-9–The irrigation line will utilize canal water or treated effluent to irrigate the larger landscape areas initially. Treated effluent will be utilized when facilities are available, treatment is acceptable and the cost is practical (EIR, p. V-281).

Mitigation Measure D2-10–All Project development shall comply with State, County and CVWD regulations regarding water conservation and reclamation. All applicable sections of Title 20 and Title 24 of the California Code of Regulations shall be adhered to regarding water consumption and conservation.

Mitigation Measure D2-11–Water conserving plumbing fixtures shall be used in all construction, including low or ultra-low flow toilets and reducing valves for showers and faucets (EIR, p. V-281).

Mitigation Measure D2-12–Consistent with the requirements of County Ordinance No. 348, irrigation systems shall be used for common landscaped areas that minimize runoff and evaporation and maximize water availability to plant roots. Project landscaping plans that identify irrigation systems shall be submitted for review prior to the issuance of individual Project building permits (EIR, p. V-281).

Mitigation Measure D2-13–Consistent with the requirements of County Ordinance No. 348, native, drought-tolerant plants approved by the County shall be used in common landscaped areas. Additionally, mulch shall be utilized in common landscaped areas where soil conditions warrant, to improve the soil's water storage capacity (EIR, p. V-281).

Mitigation Measure D2-14–Subsequent tentative tract maps, conditional use permits and plot plans shall be approved by the County of Riverside based on adequate wells, reservoirs and transmission systems (EIR, p. V-281).

Mitigation Measure D2-15–The developer shall work with CVWD and participate in area-wide programs developed under the leadership of CVWD to address impacts to groundwater supplies (EIR, p. V-281).

Mitigation Measure D2-16–Development shall be consistent with the Project Water Conservation Plan (EIR, p. V-281).

Subsequently EIR396-A2 identified that mitigation measure C5-8 from EIR396 has been implemented. The SPA2 Drainage Plan was developed through extensive work with CVWD. As part of this work with CVWD in the years since EIR396 was certified, Mitigation Measure D2-15 has also been implemented through separate agreements. Development throughout the Coachella Valley has been dependent on groundwater as a source of supply. The demand for groundwater has annually exceeded the limited natural recharge of the groundwater basin. Therefore imported water is used to recharge the aquifer and reduce groundwater overdraft. The agreements require conservation, treatment and conveyance of groundwater and require sewer and nonpotable systems. The Project will be sewered so no contamination from septic systems will be created by the Project; and the majority of the demand on the Aquifer from the Project will be from indoor use since outdoor irrigation needs will be supplied via a dual water system for non-potable water.

The public water supplier is CVWD. As required by law, the County requested and CVWD prepared a Water Supply Assessment (WSA) for this Project. The domestic water supply (potable) for the Project will be groundwater from the Whitewater River Subbasin in the Coachella Valley (WSA, p.1). The water

supply for irrigation and outdoor use will be from the Coachella Branch of the All-American Canal supplying Colorado River water (WSA, p.2). Only about 43.5 percent of total Project water demand will be supplied from groundwater, with the remaining 56.5 percent of water demand to be supplied by alternative sources, including Colorado River water, recycled water or desalted agricultural drain water. This source substitution by the utilization of a dual source water supply to supply non-potable treated Colorado River water for landscape use and recreational purposes will further limit the Project's demand for local groundwater (WSA p. 7).

Based on SPA1 (incorporated into the 2005 Urban Water Management Plan), and the average annual consumption factors utilized in CVWD's 2005 Urban Water Management Plan, the Project is expected to consume, on average, approximately 7.36 million gallons per day (MGD) or 8,241 acre-feet per year (AFY). However, SPA2 water demand estimates, based on the application of conservation requirements of the CVWD Landscape Ordinance 1302.1 is projected to reduce demand for the Kohl Ranch Project to approximately 4.86 MGD or about 5,439.8 AFY. This demand estimate represents a 34.9 percent reduction in water use compared to similar development throughout CVWD's service area. This reduction in demand is primarily due to the conservation requirements in CVWD's Landscape Ordinance 1302.1, which requires reduced water allowances for landscaped and recreational areas. (WSA, p. 7)

The Project-specific water demand is 5,439.8 AFY, which is based on the maximum water allowance requirements set forth in CVWD Landscape Ordinance 1302.1 and American Water Works Association Research Foundation (AWWARF) demand estimates. As a result, Kohl Ranch Project's demand estimates yield an overall reduction of 29 percent when compared to the average water consumption of similar Projects throughout the Coachella Valley. In addition, the potential groundwater demand for the Kohl Ranch Project will be reduced by 56.5 percent through the substitution of Colorado River water for landscape irrigation delivered via a dual-piping system to be constructed throughout the Project. (WSA p.30) Fewer wells, dual-piping and treatment for arsenic, the major groundwater contaminant in the aquifer, are all requirements of the agreements which dramatically reduce impacts to the Whitewater River Subbasin, as described in the agreements which can be found in Appendix A. Two wells are currently functioning, as is the arsenic treatment facility. As a result of CVWD Agreement – 1, Mitigation Measures D2-2 and D2-3 are no longer needed. Additional wells with arsenic treatment capabilities may be needed in the future as required by the Agreements.

Recharge of the groundwater basin will occur as water is retained on site for water quality treatment and flood control purposes.

Subsequently, EIR396-A3 identified the mitigation measures D2-1, D2-4, and D2-6 would remain in effect for changes proposed by TTC Motorsports development. However, mitigation measure D2-4 was revised as follows:

> *Mitigation Measure D2-4 (Revised)* – Reservoirs shall be provided in accordance with CVWD and ALUC standards, including the installation of aviary screening, where applicable.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed and does not result in a substantial increase in the intensity of land uses. Mitigation measures D2-1, D2-4 (Revised), D2-5 through D2-14, and D2-16 remain in effect for the Modified Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measure measures D2-1, D2-4 (Revised), D2-5 through D2-14, and D2-16, the Modified Project's potential impacts are no different from those previously

analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

d) *EIR396 Conclusion – Less Than Significant with Mitigation:* Development increases runoff by creating large areas of impermeable surfaces. The Project would substantially alter the site by replacing primarily agricultural uses with roadways, walkways, parking and buildings. Because the majority of the Project site is undeveloped land, these impervious surfaces would reduce the infiltration of rainfall and increase stormwater runoff volumes. In order to provide the required level of flood protection for the on-site properties, the storm flows would be intercepted on the east side of Tyler Street along the Project's western boundary, and on the south side of 60th Avenue along the Project's northern boundary in collection basins. The collection basins would consist of graded channels flowing primarily in a southerly direction. The channels would be protected from scour generated by the entering flows. Each collection basin would be designed for the amount of flood flows it is predicted to carry and, therefore, the width of the collection basins would vary. Generally, these collection basins would be trapezoidal in shape with 3:1 side slopes and a top width between 100 feet and 200 feet. In order to approximate existing historical runoff conditions, the difference between the on-site developed and undeveloped runoff flows would be controlled by use of on-site retention basins. Size and depth of these basins would be determined when a final development plan is prepared (EIR, pp V-100).

Mitigation Measure C5-1–Detention basins shall be required on site to control storm runoff, in accordance with Specific Plan recommendations (EIR, p. V-98).

Mitigation Measure C5-2–The Project drainage system shall control storm flows such that runoff volumes leaving the site shall approximate existing conditions (EIR, p. V-100).

Mitigation Measure C5-3–Drainage facilities associated with the Project shall be designed in accordance with the Riverside County Flood Control District Hydrology Manual and Standards, and CVWD Standards. On-site runoff shall be intercepted and conveyed through the development by means of a conventional catch basin and storm drain system, in accordance with CVWD standards (EIR, p. V-100).

Mitigation Measure C5-4–A collector storm drain system to facilitate flows generated on site shall be designed to utilize street flow carrying capacity and flows into catch basins and inlets when the quantity exceeds the top of curb (EIR, p. V-100).

Mitigation Measure C5-5–Protection from the 100-year flood shall be provided to all building pads in the Kohl Ranch, as the recommended Flood Control Plan is implemented (EIR, p. V-101).

Mitigation Measure C5-6–Maintenance and upgrading of storm drain facilities shall be implemented as outlined in applicable regional facilities plans (EIR, p. V-101).

Mitigation Measure C5-7–Pursuant to requirements of the State Water Resources Control Board, a state-wide general National Pollution Discharge Elimination System (NPDES) construction permit will apply to all construction activities. Construction activity includes: cleaning, grading, or excavation that results in the disturbance of at least five acres of total land area, or activity which is part of a larger common plan of development of five acres or greater. Therefore, as mitigation for this specific plan, the developer or builder shall obtain the appropriate NPDES construction permit prior to commencing grading activities. All development within the specific plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program (EIR, p. V-101).

Mitigation Measure C5-8–The hydrology and drainage design shall take into account the existing stormwater, irrigation and drainage facilities which cross the Kohl Ranch. The developer's engineer shall work with CVWD to develop an acceptable grading and drainage plan (EIR, p. V-101).

Subsequently, EIR396-A3 identified that the use of retention basins will allow for the capture of 100 percent of the flows on-site. TTC Motorsports Park development will still require implementation of mitigation measures C5-5 through C5-8. However, mitigation measures C5-3 and C5-4 are added for development related to TTC Motorsports Park as follows:

Mitigation Measure C5-3A – Drainage facilities associated with the Thermal Club Motorsports Facilities shall be designed in accordance with the Riverside County Flood Control District Hydrology Manual and Standards. On-site runoff shall be intercepted and conveyed through the development by means of a conventional catch basin and storm drain system, in accordance with Coahcella Valley Water District standards.

Mitigation Measure C5-4A – A collector storm drain system to facilitate flows generated on-site shall be designed to utilized street flow carrying capacity and flows into catch basins and inlets when the quatity exceeds the top of curb and ultimately to on-site retention basins for the Thermal Club Motorsports Facilities.

While mitigation measure C5-2 remains in effect, it does not apply to TTC Motorsports Facilities because 100 percent of the flows will be retained on-site through the use of retention basins.

On-site runoff will be intercepted and conveyed through the development by means of open channels and conventional catch basin and storm drain systems, in accordance with CVWD and Regional Water Quality Control Board standards, so that the increase in on-site runoff resulting from the development will be detained on site and allowed to percolate into the ground or be captured and reused. The collector storm drain system will be designed to utilize street flow carrying capacity and flows into catch basins and inlets when the quantity exceeds the top of curb. Thus, with the use of retention basins and implementation of mitigation measures identified, impacts are less significant.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed and does not result in a substantial increase in the intensity of land uses. Mitigation measures C5-1 through C5-8, C5-3A and C5-4A remain in effect for the Modified Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation C5-1 through C5-8, C5-3A and C5-4A, BMPs, Drainage Design Standards and NPDES requirements, the Modified Project's potential impacts are no different from those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

e- h) *EIR396 Conclusion – Less Than Significant with Mitigation:* The property has not been mapped by the Federal Emergency Management Agency (FEMA). The area is designated as Flood Zone D, an area of undetermined but possible flood hazards. Per discussions with CVWD Flood Control Engineers, the Project site is not subject to concentrated flood hazard due to protection from the Eastside Levee, and would not be conditioned by the District to perform FEMA mapping. Therefore, the Project site is only subject to sheet flows generated from the tributary area between the Eastside Levee and the Project site.

The Riverside County General Plan objective related to flooding is to implement siting and development standards to reduce risk and damage from flood hazards. The General Plan maps 100-year floodplain, dam inundation areas and area drainage plans. According to the Plan, the Project site

is not located within any of these areas. The General Plan also acknowledges that recurrent sheet flow or local ponding is a problem in many low-lying areas of the County, and flash flooding can be problematic in areas such as alluvial fans and washes. Proposed developments are reviewed for location in flood hazard areas, including floodways, floodplains, areas subject to sheet flow or local ponding, and dam inundation areas. All flood-related hazards must be adequately mitigated.

In order to provide the required level of flood protection for the on-site properties, the storm flows would be intercepted on the east side of Tyler Street along the Project's western boundary, and on the south side of 60th Avenue along the Project's northern boundary in collection basins. The collection basins would consist of graded channels flowing primarily in a southerly direction. The channels would be protected from scour generated by the entering flows. Each collection basin would be designed for the amount of flood flows it is predicted to carry and, therefore, the width of the collection basins would vary. Generally, these collection basins would be trapezoidal in shape with 3:1 side slopes and a top width between 100 feet and 200 feet. In order to approximate existing historical runoff conditions, the difference between the on-site developed and undeveloped runoff flows would be controlled by use of on-site retention basins. Size and depth of these basins would be determined when a final development plan is prepared (EIR, p. V-100).

To avoid adverse impacts to the downstream properties, the channels are planned to pass the flood flows to dispersal basins along the eastern boundary of the Project. These basins would vary in top width from 200 to 300 feet and would have a mild gradient toward the south. As peak flows progress in the southerly direction they would be allowed to spill over a side weir designed to outlet storm flows toward the east in a manner consistent with existing conditions. Retained water would be pumped in a sheet flow dispersal at rates less than presently occur. Downstream properties would no longer have to contend with the uncertainty of the existing uncontrolled storm flows, and would have the benefit of controlled flows from the Project areas.

Mitigation Measures C5-2 – C5-8 listed above also apply to this threshold.

Subsequently EIR396-A2 identified that a high degree of protection from the 100-year flood will be provided to all building pads on the Project site as the recommended Flood Control Plan is implemented. Moreover, downstream properties will no longer have to contend with the uncertainty of the existing uncontrolled storm flows, and will have the benefit of controlled flows from the Project area. Once the Project is approved, development within Riverside County within the Project area must implement NPDES requirements and adhere to SWPPP and BMPs as discussed in Items 24a through 24d, above.

Subsequently, EIR396-A3 identified that the use of retention basins will allow for the capture of 100 percent of the flows on-site. TTC Motorsports Park development will still require implementation of mitigation measures C5-5 through C5-8. However, mitigation measures C5-3 and C5-4 are added for development related to TTC Motorsports Park as follows:

Mitigation Measure C5-3A – Drainage facilities associated with the Thermal Club Motorsports Facilities shall be designed in accordance with the Riverside County Flood Control District Hydrology Manual and Standards. On-site runoff shall be intercepted and conveyed through the development by means of a conventional catch basin and storm drain system, in accordance with Coahcella Valley Water District standards.

Mitigation Measure C5-4A – A collector storm drain system to facilitate flows generated on-site shall be designed to utilized street flow carrying capacity and flows into catch basins and

inlets when the quatity exceeds the top of curb and ultimately to on-site retention basins for the Thermal Club Motorsports Facilities.

While mitigation measure C5-2 remains in effect, it does not apply to TTC Motorsports Facilities because 100 percent of the flows will be retained on-site through the use of retention basins.

Discussion of the Modified Project: Subsequent to the Previous CEQA Documents, FEMA has mapped the Modified Project area. TTC is with an area identified as Zone X – Other Flood Areas. Zone X consists of areas of 0.2 percent annual chance of flood, areas of 1 percent annual chance of flood with average depths of less than 1 foot or within drainage areas less than 1 square mile, and areas protected by levees from 1 percent annual chance of flood. Mitigation measures C5-1 through C5-8, C5-3A and C5-4A, BMPs and SPA3 Drainage Design Standards remain in effect. Further, the Modified Project will be required to comply with NPDES requirements, to ensure impacts resulting from the Modified Project are less than significant.

Finding: With implementation of mitigation measures mitigation C5-1 through C5-8, C5-3A and C5-4A, BMPs, Drainage Design Standards and NPDES requirements, the Modified Project's potential impacts from ground shaking are less than significant. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

HYDROLOGY AND WATER QUALITY Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
25. Floodplains Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked. NA - Not Applicable ☒ U - Generally Unsuitable ☐ R - Restricted ☐				
a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?	☐	☐	☐	☒
b) Changes in absorption rates or the rate and amount of surface runoff?	☐	☐	☐	☒
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	☐	☐	☐	☒
d) Changes in the amount of surface water in any water body?	☐	☐	☐	☒

Sources: EIR396 et al; Project Description; SPA3

Findings of Fact:

a-c) EIR396 *Conclusion – Less Than Significant with Mitigation:* Currently, the site is subject to significant sheet flow from areas off site. Regional flows approaching and passing through the Project site occur in a west to east pattern. Development would require the collection of flood flows along the western boundary and conveyance of those flows through the Project to ensure the protection of the developed properties from a 100-year flood. In addition, the storm flows would have to be re-

dispersed along the eastern boundary to approximate the existing flow conditions, in order to avoid adversely impacting the downstream properties (EIR, p. V-99).

Mitigation Measure C5-2–The Project drainage system shall control storm flows such that runoff volumes leaving the site shall approximate existing conditions (EIR, p. V-100).

Mitigation Measure C5-3–Drainage facilities associated with the Project shall be designed in accordance with the RCFCWCD Hydrology Manual and Standards and CVWD Standards. On-site runoff shall be intercepted and conveyed through the development by means of a conventional catch basin and storm drain system, in accordance with CVWD standards (EIR, p. V-100).

Mitigation Measure C5-4–A collector storm drain system to facilitate flows generated on site shall be designed to utilize street flow carrying capacity and flows into catch basins and inlets when the quantity exceeds the top of curb (EIR, p. V-100).

Mitigation Measure C5-5–Protection from the 100-year flood shall be provided to all building pads in the Kohl Ranch, as the recommended Flood Control Plan is implemented (EIR, p. V-101).

Mitigation Measure C5-6–Maintenance and upgrading of storm drain facilities shall be implemented as outlined in applicable regional facilities plans (EIR, p. V-101).

Mitigation Measure C5-7–Pursuant to requirements of the State Water Resources Control Board, a state-wide general National Pollution Discharge Elimination System (NPDES) construction permit will apply to all construction activities. Construction activity includes: cleaning, grading, or excavation that results in the disturbance of at least five acres of total land area, or activity which is part of a larger common plan of development of five acres or greater. Therefore, as a mitigation for this specific plan, the developer or builder shall obtain the appropriate NPDES construction permit prior to commencing grading activities. All development within the specific plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program (EIR, p. V-101).

Mitigation Measure C5-8–The hydrology and drainage design shall take into account the existing stormwater, irrigation and drainage facilities which cross the Kohl Ranch. The developer's engineer shall work with CVWD to develop an acceptable grading and drainage plan (EIR, p. V-101).

Subsequently, EIR396-A2 identified that in order to provide the required level of on-site flood protection, the off-site storm flows will be intercepted on the east side of Tyler Street and on the south side of Avenue 60. The storm flows will then be conveyed through the Project area through utilization of graded swales and drainage pipe. The graded swales will be protected from scour generated by the entering flows. In order to approximate existing historical runoff conditions, the difference between the on-site developed and undeveloped runoff flows will be controlled by use of on-site retention basins. The size and depth of these basins will be determined when a final development plan is prepared. Since each collection basin will be designed to handle predicted flood flows the width of the collection basins will vary. Generally, these collection basins will be trapezoidal in shape with 3:1 side slopes and a top width between 100 and 200 feet. Once the storm flows have passed through the graded swales and drainage pipes they will enter the dispersal basins along the eastern boundary of the Project. These basins will vary in top width from 200 to 300 feet and will have a mild gradient toward the south. As peak flows progress in a southerly direction they will spill over a side weir designed to outlet storm flows toward the east in a manner consistent with existing

conditions. Retained water will be pumped in a sheet flow dispersal at rates less than presently occur. These detention basins will allow for some absorption of stormwater on site.

The Oasis Area of the Coachella Valley stretches from the foot of the Santa Rosa Mountains on the west to the Salton Sea on the east. This area is the alluvial fan within which the Project is located is subject to alluvial fan flooding. Alluvial fans have developed below various canyons, as described in 24.e), above, that carry debris and flood waters from the eastern slopes of the Santa Rosa Mountains. The floodwaters emerging from several canyons between Martinez Canyon and the Travertine Palms Wash traverse the coalesced alluvial fan surfaces and pass along or through agricultural levees across the Oasis Area ultimately to the Salton Sea. No flood insurance study has been conducted for the area. At present, the area is designated as Zone D on the flood insurance maps prepared by FEMA. Zone D defines areas where flood hazards are possible, but undetermined.

There is also an additional flood risk near the eastern boundary of the Oasis area due to the potential breaching of the levees on the right bank of the CVSC, which conveys floodwaters from the entire Whitewater River Basin with a drainage area of about 1,525 square miles, and enters the Salton Sea. (CVWD, p.1)

In view of these conditions, CVWD undertook a study in the spring of 2010 to evaluate the flood risk in the Oasis Area resulting from floodwaters from Canyons and CVSC, with the intent to revise the FEMA maps for the area. The stormwater drainage plan protects the Project site from flooding so there less than significant risk of flooding due to failure of a levee. No dams exist in the vicinity of the Project.

Consequently, EIR396-A3 TTC Motorsports Park development will still require implementation of mitigation measures C5-5 through C5-8. However, mitigation measures C5-3 and C5-4 are added for development related to TTC Motorsports Park. While mitigation measure C5-2 remains in effect, it does not apply to TTC Motorsports Facilities because 100 percent of the flows will be retained on-site through the use of retention basins.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed and does not result in a substantial increase in the intensity of land uses. Mitigation measures C5-5 through C5-8, C5-3A, and C5-4A remain in effect for the Modified Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measure C5-3A, C5-4A, C5-5, C5-6 C5-7, and C5-8, the Modified Project's potential impacts are no different from those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

d) *EIR396 Conclusion – Not addressed:* Change in the amount of surface water in any water body (including fresh water marshes, vernal pools, oasis, tenajas, blueline streams, seeps and springs) was found to be less than significant in the 1994 Environmental Assessment for the Kohl Ranch Specific Plan.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. No new areas will be affected or result in changes in the amount of surface water in any water body.

Finding: No new or substantially increased significant effects result from implementation of the Modified Project.

LAND USE PLANNING

LAND USE/PLANNING Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
26. Land Use				
a) Result in a substantial alteration of the present or planned land use of an area?	☐	☐	☐	☒
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	☐	☐	☐	☒

Sources: COR ECVAP; COR GP; Project Description; RCLIS; EIR396 et al

Findings of Fact:

a) *EIR396 Conclusion – Significant and unavoidable*: Development of the Kohl Ranch Specific Plan will change the existing land use on the Project site from the current agricultural land uses and vacant land to a mixed used residential, commercial, industrial, open space and recreational development resulting in a significant unavoidable impact. Mitigation and monitoring measures for land use compatibility were established for the potential of land use conflicts between agricultural and proposed urban uses in EIR396 to reduce impacts to less than significant. Other impacts resulting from loss to agricultural land uses were found to be significant and unavoidable (EIR, p.V-71).

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. The Modified Project is an amendment to existing Planning Areas A-6, A-8, E-4, and E-2 resulting in in land use designation changes from Commercial-Retail and Heavy Industrial to Mixed Use and new planning areas within the existing Planning Area boundaries. For the reasons discussed in Item 22a above, the Modified Project will not result in substantial alternation of the present or planned land use of the area.

Finding: The Modified Project does not result in a substantial alteration of the present or planned land use of an area beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

b) *EIR396 Conclusion – Not specifically addressed in the DEIR because the Environmental Assessment determined that the Project was not located within a city sphere of influence*:

Discussion of the Modified Project: The Modified Project site occupies the same area as previously analyzed and is not located within a city sphere of influence or adjacent to any city or county boundaries.

Finding: The Modified Project has no potential to affect land use within a city sphere of influence and/or within adjacent city or county boundaries. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

LAND USE/PLANNING Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
27. Planning				
a) Be consistent with the site's existing or proposed zoning?	☐	☐	☐	☒
b) Be compatible with existing surrounding zoning?	☐	☐	☐	☒
c) Be compatible with existing and planned surrounding land uses?	☐	☐	☐	☒
d) Be consistent with the land use designations and policies of the Riverside County General Plan (including those of any applicable Specific Plan)?	☐	☐	☐	☒
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☐	☒

Sources: COR ECVAP; COR GP; COR Ord. 348; Project Description; RCLIS; EIR396 et al; SPA3

Findings of Fact:

a) *EIR396 Conclusion - Less than Significant*: The Project site was originally zoned A-2-10 (Heavy Agriculture) and A-1-10 (Light Agriculture). EIR396 analyzed each of the six land use concepts originally presented in the Kohl Ranch Specific Plan for consistency with the policies of the Eastern Coachella Valley Area Plan. EIR396 concluded that implementation of any of these land use concepts would require changing the zoning to be consistent with the uses proposed. All concepts were found to have less than significant impacts assuming that edge treatment, buffering and streetscapes in the Kohl Ranch Design Guidelines are incorporated into the Project. The zoning was changed to SP (Specific Plan) in order to be consistent with proposed uses (EIR, p. V-38).

Subsequently, EIR396-A2 was prepared in order to analyze the land use plan modified under SPA2 to reallocate land uses, reflect new planning area boundaries as a result of street realignment , to reclassify specific plan land use designations in order to conform to the Riverside County General Plan land use designations, and add racetrack and racetrack related facilities as allowable uses. These modifications did not result in a change to the overall Project boundary or an increase to the overall intensity of future land uses. Thus, land uses within existing land use plan were determined to be the same as those previously analyzed. Prior to SPA2, three parcels located along Avenue 61 in the northern portion of the site were zoned A-2-10. The current zoning for the existing site is Specific Plan (SP) with the exception of three parcels located along Avenue 61 in the northern portion of the site which are zoned A-2-10. Under SPA2, these parcels were located within Planning Area C-8, totaling 14.96 acres. The change of zone (CZ007742) that was approved June 7, 2011, changed the zoning of these parcels to SP to provide consistency among all planning areas within SPA2. The changes approved to SPA2's Zoning Ordinance, affected these three non-SP parcels in the same way the original Kohl Ranch Specific Plan changed all the original agricultural zoning within the site.

Discussion of the Modified Project: The Modified Project includes a change of zone for existing Planning Areas A-6, A-8, E-4, and E-2 to change the Specific Plan land use designations from Commercial-Retail and Heavy Industrial to Mixed Use and provide for new planning areas within the existing Planning Area boundaries. As discussed in Item 22a above, the Mixed Use designation will allow the same uses as currently approved but remove golf course as an allowable use and outdoor film studio to all proposed Mixed Use Planning Areas. Additionally, residential use as it related to TTC

Motorsports Park facilities, is proposed as an allowable use for proposed Planning Areas E-5 through E-8,. These changes are proposed to allow for the unique combination of commercial, business, industrial, recreation, and residential product types associated with TTC development that are located within close proximity to one another. SPA3 has been amended to include a Mixed Use land use designation and the SPA Zoning Ordinance text outlines development standards for Mixed Use development associated with TTC development. As the Project includes the proposed change of zone, with approval of the Project and its change of zone, the Project will continue to be consistent with on-site zoning.

Finding: The Modified Project's potential impacts regarding existing or proposed zoning are less than significant. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

b) *EIR396 Conclusion - Less than Significant*: Zoning surrounding the Project site includes A-1-10 (Light Agriculture with a 10 acre minimum lot size), A-2-10 (Heavy Agriculture with a 10 acre minimum lot size) and W-2 (Controlled Development Area). Allowable uses in these zones correspond with those permitted in the boundary of the Project site providing for less than significant impacts to surrounding zoning (EIR, p. V-49).

> *Mitigation Measure* C10-1 All open space areas within the Kohl Ranch Specific Plan project area shall be designed in accordance with all applicable criteria in the Zoning, Community Structure Development Standards, Neighborhood and Planning Area Land Use and Development Standards, and Design Guidelines, Sections III, IV.A.4.b, IV.B, and IV.C of the Kohl Ranch Specific Plan.

Discussion of the Modified Project: The Modified Project occupies the same area as analyzed in EIR396 and the existing surrounding zoning designations are the same as those previously analyzed. Mitigation measure C10-1 has been revised for clarity as follows:

> *Mitigation Measure C10*-1 (Revised) - All open space areas within the Kohl Ranch Specific Plan project area shall be designed in accordance with all applicable criteria in the Zoning, Community Structure Development Standards, Neighborhood and Planning Area Land Use and Development Standards, and Design Guidelines, ~~Sections III, IV.A.4.b, IV.B, and IV.C~~ of the Kohl Ranch Specific Plan.

Finding: With implementation of mitigation measure C10-1 (Revised), the Modified Project does not result in impacts regarding existing surrounding zoning beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

c) *EIR396 Conclusion - Less than Significant*: The majority of the Project site is currently in agricultural use with a significant portion of vacant land. Some limited residential uses occur along the Project periphery and Avenue 61. Three residential properties along Avenue 61, and an abandoned partially constructed dwelling just north of the Avenue 64 right-of-way roughly in the center of the site, are included in the Kohl Ranch Specific Plan area. The Avenue 64 Evacuation Channel flows west to east through the Project site (EIR, p. V-44).

Surrounding land uses include vacant land, farms and related uses, scattered residences, as well as a former sludge processing facility. The Thermal Airport (now referred to as the Jacqueline Cochran Regional Airport) is located immediately north of the Project site which creates noise, height and safety constraints for the surrounding area. Expansion plans for the airport, including both airside and landside improvements, are described in the 1990 Thermal Airport Master Plan (EIR, p. V-47). EIR396

found the Kohl Ranch Specific Plan to be consistent with the proposed airport expansion and improvement plans described in the Thermal Airport Master Plan as well as the policies contained in the Eastern Coachella Valley Plan to the extent that the policies are consistent with the Comprehensive Land Use Plan (CLUP) and the Airport Master Plan (EIR, p. V-342).

The Torres-Martinez Indian Reservation also lies adjacent to the southern portion of the Project site. It consists of Native American lands that abut Section 9 of the Project area on the west, south and east. These lands are held in both tribal and individual ownership. The majority of the Torres-Martinez lands surrounding the Project site are undeveloped.

The Kohl Ranch Project team coordinated with representatives of the Torres-Martinez Indians regarding their land use plans for property located in the vicinity of the Kohl Ranch. The Kohl Ranch team intends to continue the coordination process with the Torres-Martinez Indians throughout the development process of the Kohl Ranch, to encourage land use compatibility with adjacent properties. In the absence of specific development plans for lands adjacent to the Ranch, the EIR concluded that that development by the Torres-Martinez would be consistent with the Kohl Ranch Specific Plan (EIR, p. V-47).

Subsequently, EIR396-A2 was prepared in order to analyze the land use plan modified under SPA2 to reallocated land uses, reflect new planning area boundaries as a result of street realignment, to reclassify specific plan land use designations in order to conform to the Riverside County General Plan land use designations, and add racetrack and racetrack related facilities as allowable uses. These modifications did not result in a change to the overall Project boundary or an increase to the overall intensity of future land uses. EIR396-A2 identified that in December 2004, the Riverside County Economic Development Agency prepared a new Airport Mater Plan for the renamed Jacqueline Cochran Regional Airport. The Airport Master Plan calls out property acquisition of approximately 128 acres south of Avenue 60 for expansion of runway 17-35. The Airport Master Plan also delineates Airport Safety Zones and noise contours related to planned airport operations. In 2005, ALUC updated the CLUP for the Jacqueline Cochran Regional Airport which designates an airport influence area and includes land use compatibility guidelines that address airport noise, safety, height restrictions and general concerns related to aircraft overflight. The airport influence area around Jacqueline Cochran Regional Airport is divided into six compatibility zones. Five of those zones affect the Kohl Ranch Specific Plan. The land uses proposed by SPA2 were found consistent with the proposed airport expansion and improvement plans described in the Airport Master Plan for the Jacqueline Cochran Regional Airport and with the land use compatibility guidelines for noise, safety and height contained in the CLUP.

The Kohl Ranch Project team further continued their coordination efforts with representatives of the Torres-Martinez Indians regarding their land use plans for the property located in the vicinity of the Kohl Ranch. Specific plans for these lands adjacent to the Kohl Ranch have still not been developed. EIR396-A2 determined the EIR396 conclusion, that development by the Torres-Martinez would be consistent with the Kohl Ranch Specific Plan, still applied.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed and does not result in a substantial increase in intensity in land uses as described above in Item 22a. Further, ALUC found the Modified Project to be consistent with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (as amended in 2006) on January 9, 2015 . To ensure the Modified Project site remains consistent with surrounding development, mitigation measures D12-1 and D12-5 (Revised) remain in effect for the Modified Project to ensure elements of Modified Project that relate to the proposed airport uses be incorporated and that development complies with the CLUP. Furthermore, the Torres-Martinez Indians have yet to develop any plans for

lands adjacent to the Modified Project. With implementation of mitigation measures LU1 (Revised), and LU 2 through LU 4 as identified in Item 22a above, impacts are less than significant.

Finding: With implementation of mitigation measures D12-1, D12-5 (Revised), LU 1(Revised), and LU 2 through LU 4, the Modified Project does not result in impacts regarding existing and surrounding land uses beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

d) *EIR396 Conclusion - Less than Significant*: Each of the six land use concepts presented in the Kohl Ranch Specific Plan were analyzed in the EIR for consistency with the policies of the ECVAP. All concepts were found to have less than significant impacts assuming that edge treatment, buffering and streetscapes in the Kohl Ranch Design Guidelines are incorporated into the Project (EIR, p. V-38).

Subsequently, EIR396-A2 was prepared in order to analyze the land use plan modified under SPA2 to reallocated land uses, reflect new planning area boundaries as a result of street realignment, to reclassify specific plan land use designations in order to conform to the Riverside County General Plan land use designations, and add racetrack and racetrack related facilities as allowable uses. These modifications did not result in a change to the overall Project boundary or an increase to the overall intensity of future land uses.

Incorporation of mitigation measure MM LU 1 below would ensure there are no conflicts to allowable land uses with respect to overnight occupancy.

> *Mitigation Measure LU 1* – Development of a racetrack shall not permit overnight occupancy. This restriction shall be included in the Covenants, Conditions and Restrictions (CC&Rs).

With implementation of the mitigation measure MM LU 1, it was found that this use would not inherently represent substantial changes and would not likely cause new or substantially increased significant effects.

Discussion of the Modified Project: The Modified Project includes a change of zone for existing Planning Areas A-6, A-8, E-4, and E-2 to change the Specific Plan land use designations from Commercial-Retail and Heavy Industrial to Mixed Use and provide for new planning areas within the existing Planning Area boundaries. As discussed in Item 22a above, the Mixed Use designation will allow the same uses as currently approved but remove golf course as an allowable use and outdoor film studio to all proposed Mixed Use Planning Areas. Additionally, mixed use residential is proposed as an allowable use for proposed Planning Areas E-5 through E-8 as it relates to TTC Motorsports Park facilities.. These changes are proposed to allow for the unique combination of commercial, business, industrial, recreation, and residential product types associated with TTC development that are located within close proximity to one another. SPA3 has been amended to include a Mixed Use land use designation and the SPA Zoning Ordinance text outlines development standards for Mixed Use development associated with TTC development. As the Project includes the proposed change of zone, with approval of the Project and its change of zone, the Project will continue to be consistent with on-site zoning.

Additionally, a noise exception to Ordinance No. 847 is proposed as part of the Modified Project for regulating noise for a continuous event for sound sources related to motor vehicle racing and related facilities. Upon approval of this exception, the Modified Project will maintain consistency with County of Riverside policies. Further, with implementation of mitigation measure LU 1 (Revised), LU 3, and LU4, the Modified Project will remain consistent with the Riverside County General Plan.

Finding: With implementation of mitigation measures LU 1 (Revised) and LU 2 through LU4, the Modified Project's potential impacts regarding land use designation and policies of the Riverside

County General Plan (including those of any applicable Specific Plan) are not beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

e) *EIR396 Conclusion - Not specifically addressed in EIR396 because the Environmental Assessment determined that the Project did not disrupt or divide the physical arrangement of an established community:* The Riverside County General Plan provides for Policy Areas in an effort to prevent the physical dividing of established communities. Policy Areas have been designated within Area Plans, where applicable. These Policy Areas are important locales that have special significance to the residents of the County, or will have when their development potential is realized. The Riverside County General Plan has been designed to protect existing communities by guiding where and in what manner future development occurs. The Project does not lie within a Policy Area or an established community.

Discussion of the Modified Project: The Modified Project is not located within an established community and occupies the same area as previously analyzed. The Modified Project establishes land uses within the Project boundary that do not result in a substantial increase in the overall intensity of future uses.

Finding: The Modified Project has no potential to disrupt or divide the physical arrangement of an established community (including a low-income or minority community). Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

MINERAL RESOURCES

MINERAL RESOURCES Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
28. Mineral Resources				
a) Result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
c) Be an incompatible land use located adjacent to a state-classified or designated area or existing surface mine?	☐	☐	☐	☒
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	☐	☐	☐	☒

Sources: COR GP, Figure OS-5, "Mineral Resources"; EIR396 et al; Project Description

Findings of Fact:

a-d) *EIR396 Conclusion – Conclusion – Not specifically addressed in the DEIR because the Environmental Assessment determined that the Project was not located within a mineral resource zone:* The State Mining and Geology Board has established Mineral Resources Zones (MRZ) using the following classifications:

MRZ-1: Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.

MRZ-2a: Areas where the available geologic information indicates that there are significant mineral deposits.

MRZ-2b: Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.

MRZ-3a: Areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined.

MRZ-4: Areas where there is not enough information available to determine the presence or absence of mineral deposits.

The Project site does not lie within an MRZ. It falls within an unstudied area.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. The Modified Project site is not located in or near a known locally-important mineral resource recovery site, existing surface mine, or abandoned quarries or mines per the Riverside County General Plan. The Modified Project is a re-designation of land uses from Commercial-Retail and Heavy Industrial to Mixed-Use providing for similar uses and does not result in a substantial increase in the overall intensity of future uses. Because the Modified Project lies within an unstudied Mineral Resource area, no impacts are anticipated to result in the loss of availability of a known mineral resource, a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, be an incompatible land use located adjacent to a state-classified or designated area or existing surface mine or expose people or property to hazards from proposed, existing, or abandoned quarries or mines.

Finding: The Modified Project will not result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

NOISE

NOISE Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396

Definitions for Noise Acceptability Ratings

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

NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable

C - Generally Unacceptable D - Land Use Discouraged

NOISE Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
29. Airport Noise				
a) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels? NA ☐ A ☒ B ☐ C ☐ D ☐	☐	☐	☐	☒
b) For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels? NA ☒ A ☐ B ☐ C ☐ D ☐	☐	☐	☐	☒

Sources: COR RCALUC; COR GP, Figure S-19, "Airport Locations"; EIR396 et al, Webb 2010b; Project Description

Findings of Fact:

a-b) *EIR396 Conclusion –Less Than Significant with Mitigation:* The site lies south of and adjacent to the Jacqueline Cochran Regional Airport, a general aviation airport that serves business and leisure aircraft. Sixty-four aircraft are currently based at the airport, with an increase to 137 expected by the year 2010. Approximately 65,100 take-offs and landings occurred during 1988 according to the Thermal Airport Comprehensive Land Use Plan (August 1992) on the airport's two runways. Both runways currently receive regular use, although Runway 17-35 receives a greater proportion of the traffic servicing both general aviation aircraft and business jets (EIR, p. V-140).

Although the airport does not have an Air Traffic Control Tower to keep operational statistics, it is estimated that 85 percent of these operations occurred during the daytime, with 15 percent in the evening and 5 percent at night. This results in 60 CNEL noise contours that extend 6,000 feet north of the higher use runway and 9,000 feet to the south onto the Project site. The 65 CNEL contours extend 6,500 feet to the south onto the Project, but the 70 and 75 CNEL contours remain on the airport property. The lower use runway (12-30) has 60 CNEL contours which extend 6,000 feet to the south. The 65 and 70 CNEL contours for this runway are within the airport boundaries.

The proposed land uses on site could be impacted by noise emanating from Jacqueline Cochran Regional Airport and area roadways. Overlaying the Future Airport Noise Exposure map (Figure V-28 of EIR396) identifies those areas with potential airport noise impacts. Within the airport's 65 CNEL contour, lies Open Space, Air Park/Mixed Use, and Heavy Industrial land use designations. According to the Land Use Guidelines for Noise Compatibility for airport uses, these land uses are satisfactory with little noise impact and require no special noise insulation for new construction.

Within the airport's 60 CNEL contour is proposed Open Space, Air Park/Mixed Use, Office, Heavy Industrial, Light Industrial, Residential Low and Residential High uses. With the exception of residential, the other land use categories would be considered compatible. Residential uses are generally discouraged within the 60 CNEL contour. New residential construction should be undertaken only after an analysis of noise reduction requirements is made and noise insulation included in the design. Given the location of these residential uses, the analysis will also need to address the combined impact of motor vehicle noise from adjacent roadways. The area within the 70 and 75 CNEL contours on site are

designated for Open Space uses which should not be impacted by aircraft noise. However, recreational uses should be limited to those that do not involve concentrations of people.

> *Mitigation Measure C8-4* – Residential uses proposed within the 60 CNEL contour of the airport shall require a noise analysis by a qualified acoustical consultant to ensure the standards are met. This analysis shall address the combined impact of airport activities and motor vehicle noise from adjacent roadways (EIR, p. V-154).

Subsequently, EIR396-A2 identified that the noise contours of the airport have not changed in the updated of the Airport Master Plan or the CLUP since the certification of EIR396. Thus, airport-related noise impacts to those land uses will be similar to those examined previously in EIR396. The racetrack and its associated uses and SPA2 were reviewed by ALUC and found to be conditionally consistent with ALUC's requirements.

It was estimated that the current 60 dBA CNEL contour does not extend much beyond the boundaries of the existing airport, even with seasonal traffic increases. The Noise Compatibility Contours for the airport based on ultimate future operations show that aircraft noise levels above 55 dBA CNEL will reach as far south of the airport as Avenue 64 and the 60 dBA CNEL contour south of Avenue 62 extends along a narrow corridor which will be a "no-build" zone for future development. Thus, future aircraft noise will not considerably impact developed land uses outside of this "no-build" zone. (Webb 2010c, pp. 2, 15)

Discussion of the Modified Project: The Modified Project occupies the same area (footprint) as previously analyzed in EIR396. The Modified Project will not amend the "no-build" zone. As discussed in EIR396-A2, the 60 dBA CNEL contour is shown to extend south of Avenue 62. However the Modified Project does not propose to include any new residential uses within that noise contour.. Nonetheless, mitigation measure C8-4, remains in effect for the Modified Project ensuring airport related noise remains less than significant.

Finding: With implementation of mitigation measure C8-4, the Modified Project does not result in impacts from airport-related noise beyond those previously analyzed in EIR396 and no further analysis is necessary. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

NOISE Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
Definitions for Noise Acceptability Ratings				
Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked.				
NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable				
C - Generally Unacceptable D - Land Use Discouraged				
30. Railroad Noise				
NA ☒ A ☐ B ☐ C ☐ D ☐	☐	☐	☐	☒

Sources: COR GP, Figure C-1, "Circulation Plan"; Google Maps; EIR396 et al; WEBB 2010c, Project Description

Findings of Fact:

EIR396 Conclusion – Not Applicable: The Environmental Assessment Form (EA36750) prepared as part of the Notice of Preparation process for EIR396 concluded that the Project would not be subject to railroad noise. (EIR396, Appendix A) The closest rail line is Southern Pacific.[6]

Discussion of the Modified Project: The Modified Project does not propose the construction of new or a modification of existing rail lines. The Modified Project site is not located within the vicinity of a rail line. The nearest rail line is the main line of the Union Pacific Railroad that parallels Highway 111 at a distance of over 7,500 feet from the Project site. Railroad noise is not likely to be much more than occasionally audible at this distance (WEBB 2010c, p. 15). There will be no new impacts.

Finding: No adverse railroad-related noise impacts are anticipated to occur as a result of the Modified Project. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

[6] The Southern Pacific Railroad merged with the Union Pacific Railroad on September 11, 1996.

NOISE Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
Definitions for Noise Acceptability Ratings Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked. NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable C - Generally Unacceptable D - Land Use Discouraged				
31. Highway Noise NA ☐ A ☐ B ☒ C ☐ D ☐	☐	☐	☐	☒

Sources: Project Description, EIR396 et al; Webb 2010c; Project Description; Webb(B)

Findings of Fact:

EIR396 Conclusion – Significant: The noise increases related to the Project identified in Table V-30 of EIR396 range up to 7.0 dBA along existing links. Twelve of the analyzed links would experience noise increases of 3.0 decibels or greater. This change in noise level is considered "audible" to the human ear and therefore has the potential to create significant impacts. Additionally, there is an increase in noise greater than 1.0 dBA but less than 3.0 dBA along 27 roadway links. These noise increases are considered "potentially audible" (EIR, p. V-150).

Noise analysis methodology is accurate only to the nearest whole decibel and most people only notice a change in the noise environment when the difference in noise levels is greater than 3 dBA. However, it is widely accepted that the average healthy ear can barely perceive changes of 3 dBA and that a change of 5 dBA is readily perceptible. Therefore, impacts attributable to Project-specific traffic increases would be considered significant if they create a 5 dBA or greater increase in noise levels along roadways accessed by Project-specific traffic.

Subsequently, EIR396A-2 identified that the racetrack and associated uses approved in SPA2 will not substantially alter the present or planned land use of this area, and noise impacts from Project-related traffic from those land uses will be similar to those examined previously in EIR396. (EIR396-A2, p. 118).

Under Existing Plus Ambient Growth Plus Project Conditions (which compares noise levels with and without SPA2 traffic under existing plus ambient growth conditions), 10 of the analyzed roadway segments in this scenario will experience a CNEL increase greater than 5.0 dBA that is attributable to Project-specific traffic. Those segments are:

1. Tyler Street north of Avenue 66: 5.9 dBA increase;
2. Tyler Street north of Avenue 62: 19.0 dBA increase;
3. Polk Street north of Avenue 62: 11.2 dBA increase;
4. Avenue 60 east of Harrison Street: 14.8 dBA increase;
5. Avenue 60 east of Tyler Street: 14.8 dBA increase;
6. Avenue 61 east of Harrison Street: 7.0 dBA increase;
7. Avenue 62 east of Harrison Street: 10.4 dBA increase;
8. Avenue 62 east of Tyler Street: 12.1 dBA increase;
9. Avenue 62 east of Polk Street: 12.2 dBA increase; and
10. Avenue 64 east of Tyler Street: 12.2 dBA. (EIR396-A2, p. 118 and Webb 2010c, pp. 28-30)

Under the Existing Plus Ambient Growth Plus Year 2035 Plus Project Conditions, Conditions (which compares noise levels with and without SPA 303 Amendment 2 traffic under existing plus ambient growth conditions for year 2035), five of the analyzed roadway segments in this scenario will experience a CNEL increase equal to or greater than 5.0 dBA that is attributable to Project-specific traffic. Those segments are:

1. Tyler Street south of Avenue 62: 5.0 dBA increase;
2. Avenue 64 east of Tyler Street: 12.2 dBA increase;
3. "C" Street north of Avenue 64: 9.2 dBA increase;
4. "D" Street north of Avenue 64: 9.2 dBA increase; and
5. "E" Street north of Avenue 64: 6.7 dBA increase. (Webb 2010c, pp. 31-32 and Webb 2010 Appendix C)

Discussion of the Modified Project: The Modified Project proposes changes to TTC Motorsports Park TTC from what was approved in SPA2. SPA3 does not propose to change the number of dwelling units from what was originally approved in by EIR396; rather this amendment proposes adjustments in target densities and acreages in other planning areas within Kohl Ranch specific plan so as not to exceed the total dwelling unit cap.

Under Existing Plus Ambient Growth Plus Project Conditions (which compares noise levels with and without SPA3 traffic under existing plus ambient growth conditions), the following nine roadway segments will experience a CNEL increase greater than 5.0 dBA that is attributable to Modified Project-specific traffic:

1. Tyler Street from Avenue 66 to Avenue 62: 9.8 dBA increase;
2. Tyler Street from Avenue 62 to Avenue 61: 19.6 dBA increase;
3. Tyler Street from Avenue 61 to Avenue 60: 18.9 dBA increase;
4. Polk Street from Avenue 62 to Avenue 60: 10.6 dBA increase;
5. Avenue 60 from Highway 86 / Harrison Street to Tyler Street: 16.0 dBA increase;
6. Avenue 61 from Highway 86 / Harrison Street to Tyler Street: 12.7 dBA increase;
7. Avenue 62 from Highway 86 / Harrison Street to Tyler Street: 11.1 dBA increase;
8. Avenue 62 from Tyler Street to Polk Street: 12.0 dBA increase; and
9. Avenue 62 from Polk Street to Fillmore Street: 12.3 dBA increase. (Webb(B), p. 5)

Under the Existing Plus Ambient Growth Plus Year 2035 Plus Project Conditions, Conditions (which compares noise levels with and without SPA3 traffic under existing plus ambient growth conditions for year 2035), the following roadway segments will experience a CNEL increase equal to or greater than 5.0 dBA that is attributable to Project-specific traffic:

1. "C" Street from Avenue 64 to Avenue 62: 9.1 dBA increase;
2. "D" Street from Polk Street to Avenue 62: 9.1 dBA increase;
3. "E" Street from Avenue 66 to Avenue 64: 6.6 dBA increase; and
4. Avenue 64 from Tyler Street to "C" Street: 5.7 dBA increase. (Webb(B), p. 6)

Finding: The Modified Project's potential impacts regarding noise impacts from traffic are no different from those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

NOISE Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
Definitions for Noise Acceptability Ratings Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked. NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable C - Generally Unacceptable D - Land Use Discouraged				
32. Other Noise NA ☒ A ☐ B ☐ C ☐ D ☐	☐	☐	☒	☐

Sources: Project Description; EIR396 et al

Findings of Fact

EIR396 Conclusion – Not Applicable: The Environmental Assessment Form (EA 36750) prepared as part of the Notice of Preparation process concluded that the Project would not be subject to other noise sources. (EIR396, Appendix A).

Discussion of the Modified Project: The Modified Project will not substantially alter the present or planned land use of this area, and noise impacts from operations from those land uses will be similar to those examined previously. There are no new noise sources in the area that would affect the Modified Project. Noise impacts from the TTC motorsports race track are addressed in Items 33a and 33c below.

Finding: See Items 33a and 33c, below. The Modified Project's potential impacts regarding other noise issues are less than significant with implementation of mitigation. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

NOISE Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
33. Noise Effects on or by the Project				
a) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☒	☐	☐
b) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☐	☐	☒
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☐	☒

Sources: COR GP, Table N-1, "Land Use Compatibility for Noise Exposure"; COR Ordinance 847; Project Description; EIR396 et al; Webb 2010c; Webb(B); CJA2013

Findings of Fact:

a) *EIR396 Conclusion – Significant:* The noise increases related to the Project identified in Table V-30 of EIR396 range up to 7.0 dBA along existing links. Twelve of the analyzed links would experience noise increases of 3.0 decibels or greater. This noise level increase is considered "audible" to the human ear and therefore has the potential to create significant impacts. Additionally, there is an increase in noise greater than 1.0 dBA but less than 3.0 dBA along twenty-seven roadway links. These noise increases are considered "potentially audible" (EIR, p. V-150).

Subsequently in EIR396A-2, it was identified that the racetrack and associated uses will not substantially alter the present or planned land use of this area, and noise impacts from Project-related traffic from those land uses will be similar to those examined previously in EIR396. See item 31 for a discussion of Project-related traffic noise.

Subsequently, EIR396A-2 identified that operation of the TTC had the potential to generate noise that could affect neighboring properties; however, such impacts will be reduced to less than significant through a combination of design requirements[7] and implementation of the following mitigation measures (EIR396A-2, pp. 124-125):

MM Noise 5: Thermal Motorsports Track and Club developers shall install automatic noise monitors that can continuously measure trackside noise levels and even log the day and time of any measured levels in excess of the trackside noise limit. The track developer shall employ full-time personnel to closely monitor all track operations from a central location.

MM Noise 6: One automatic noise monitor should be positioned at an appropriate location adjacent to each track configuration capable of being operated as a separate course.

MM Noise 7: Any trackside noise limit violations logged by the automatic noise monitors will result in immediate investigation by trackside personnel. The central tower, or full-time noise monitoring personnel, would notify the individual control position of each track registering a violation of the noise limit. The individual track control would then be responsible to identify and remove the offending vehicle(s) from the track.

MM Noise 8: A vehicle removed from the track for a noise violation must receive repairs/changes to reduce the noise output and return to the vehicle inspection station before it can be returned to the track.

MM Noise 9: Prior to start of testing or running of vehicles on the track, noise testing shall be administered to demonstrate compliance with noise standard and ensure technical integrity of noise suppression equipment for vehicles entering the track.

Discussion of the Modified Project: See item 31 for a discussion of Modified Project-related traffic noise. In addition to traffic noise, the Modified Project will generate noise resulting from proposed modifications to the racetrack operations approved in SPA2. A noise impact analysis was prepared regarding TTC's racetrack-generated operational noise by Christopher Jean & Associates dated May 14, 2013 (CJA2013). The analysis was completed to demonstrate that the Phase 1 portion of TTC can operate as proposed and comply with County noise standards using the interim mitigation measure completed to date (CJA2013, p. 2). TTC is being constructed in phases starting with the southernmost

[7] The proposed design features include: (1) a combination earthen berm and wall sound barriers at least 25 feet high for the west, south and east sides of the proposed race track consisting of a combination of minimum 18 gauge corrugated steel walls 10 feet high atop earthen berms 15 feet; (2) sound barriers at least 15 feet high using minimum 18-gauge corrugated steel walls 15 feet high; and (3) solid property line security walls 7 feet high constructed using decorative concrete block opposite garage condominiums facing the property lines along Avenue 62, APN 750-100-02, APN 750-100-03 and Avenue 60.

individual track (the "South Palm Circuit") and both Phase 1 and Phase 2 noise barriers (CJA2013, p. 3). As the construction phases move northward, additional track perimeter noise barriers will be added until all of the proposed sound barriers are in place. TTC is required to comply with the County's exterior noise limits of 65 dBA L_{eq} (10 minutes) during the day and 45 dBA L_{eq} (10 minutes) at night (CJA2013, p. 3). It should be noted that racing is not proposed to occur at night.

The Modified Project area is sparsely populated at the present time. The nearest existing residential uses to TTC currently experience maximum noise levels in excess of 80 dBA mainly caused by heavy trucks and/or farm machinery on the local roadways. Average ambient noise levels observed during the ambient noise measurement periods all complied with the County's 65 dBA L_{eq} (10 minutes) daytime exterior noise criteria. (CJA2013, p. 5)

The dominant noise source from the Modified Project with respect to TTC Motorsports Park development will be the racing vehicle operation on the proposed track(s). TTC will be operated any day of the year during daylight hours only. Several years of actual field measurement experience have shown that "typical" club racing vehicles that comply with existing club rules, on average, produce maximum noise levels around 105 dBA at a distance of 50 feet from the edge of the racing surface. Noise measurements from operation use of the racetrack were observed on May 4, 2013. Trackside maximum noise levels were found to range between 88 dBA and 104 dBA, and as many as 11 cars were observed to be on the track at one time. Additional noise measurements were performed during that same event just outside the track boundaries on the west, south, and east sides of the property. Results of those measurements show that the measured track event was well below the County noise limit of 65 dBA L_{eq} (10 minutes) at all points around the property perimeter. If the event had hosted 20 full race-prepped vehicles driven under true racing conditions, the resulting average noise levels could be as much as 6 dBA higher. This would result in worse-case Phase 1 perimeter noise levels around 63 dBA L_{eq} and would remain in compliance with the 65 dBA L_{eq} (10 minutes) limit, with attenuation provided by on-site noise mitigation measures such as earthen berms and 18-foot-high sound walls. (CJA2013, pp. 6-7)

Thus, the existing Phase 1 track configuration and on-site mitigation measures, such as earthen berms and 18-foot-high sound walls, are sufficient to maintain compliance with County noise limits, at least until the Phase 2 track is completed. It should be noted that while the Project will remain in substantial compliance with the County noise limits, the racing cars will remain clearly audible against the background ambient noise levels in the surrounding community. (CJA2013, p. 8) Even so, the TTC Motorsports Park development component of the Modified Project shall implement additional mitigation related specifically to TTC development so as to ensure racetrack-specific operational noise remains less than significant.

MM Noise 10: The number of race vehicles shall be limited to no more than 20 vehicles on the South Palm Circuit at any time.

MM Noise 11: A Phase 2 acoustical analysis update shall be performed at the completion of the Phase 2 track to verify compliance with the County noise limits can continue to be maintained with the on-site mitigation measures. The Phase 2 analysis update shall consist of an on-site measurement survey following completion of the construction of the Phase 2 portion of the TTC racetrack. This analysis shall identify whether on-site mitigation measures are reducing race track noise levels to 65dBA Leq (10 minutes) or less. Should analysis conclude that on-site mitigation measures do not maintain compliance, one or a combination of the following options shall be implemented to bring track into compliance:

- Increase height of perimeter sound barriers; and/or

- Reduce allowable trackside noise levels.

Mitigation measures MM Noise 5 through MM Noise 9 remain in effect for the Modified Project to ensure impacts remain less than significant. Moreover, the 2013 noise analysis concludes a trackside noise limit shall be monitored and maintained during all track events.

Finding: With implementation of mitigation measures MM Noise 5 through MM Noise 11, operation of the Modified Project would not result in substantial permanent increase in ambient noise levels in the Project vicinity. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

b) *EIR396 Conclusion – Less Than Significant with Mitigation:* Short-term acoustic impacts are those associated with construction activities necessary to implement the proposed land uses on site. The noise levels would be higher than the ambient noise levels in the Project area today, but would subside once construction is completed. Two types of noise impacts should be considered during the construction phase. First, the transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadways. The increase should not exceed 1.0 dBA when averaged over a 24-hour period, and should therefore be inaudible to adjacent noise receptors. The second is related to noise generated by the construction operations on site. Construction activities are carried out in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These sequential phases would change the character of the noise levels surrounding the construction site as work progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow noise ranges to be categorized by work phase (EIR, p. V-146).

> *Mitigation Measure C8-1* – Construction activities within 800 feet of existing sensitive receptors shall take place only between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday. Construction activities that occur within one mile of a sensitive receptor but not closer than 800 feet shall be restricted to the hours of 7:00 a.m. and 10:00 p.m. Monday through Saturday. Construction under either of these two scenarios shall not be allowed on Federal holidays. Construction activities where there are no sensitive receptors within a one-mile radius shall not be time-restricted (EIR, p. V-146).
>
> *Mitigation Measure C8-2* – All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers (EIR, p. V-146).
>
> *Mitigation Measure C8*-3–Stationary equipment shall be placed such that emitted noise is directed away from any existing sensitive noise receivers (EIR, p. V-146).

Subsequently, EIR396-A2 identified that the construction of the Project will encompass the same area and utilize the same types of construction equipment that were analyzed in EIR396. The closest existing sensitive receptors are the schools located at the corner of Tyler Street and Avenue 66, and four mobile homes located along Avenue 61. Noise impacts are considered significant if they cause a violation of any adopted standards. There are no performance standards in the County Code that apply specifically to construction; however, construction noise impacts are minimized by time restrictions placed on grading permits. Time constraints on construction involving heavy equipment use are established by the County. Compliance with these limits will reduce temporary noise impacts during Project construction. Riverside County Ordinance No. 457, Section 1G states the following:

> Whenever a construction site is within one-quarter (¼) mile of an occupied residence(s), no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00

a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the Riverside County Building Official.

Construction noise levels will vary significantly based upon the size and topographical features of the active construction zone, duration of the work day, and types of equipment employed. To provide a point of reference, a typical construction day with an 8-hour duration will generate 84 dBA CNEL at a distance of 50 feet[8] from the noise source, on average. Using soft site parameters (a loss of 6 dBA per doubling of distance from the source), the 65 dBA CNEL contour under the same conditions is calculated to occur at a distance of approximately 446 feet; the 70 dBA CNEL contour is calculated to occur at a distance of approximately 250 feet. Therefore, to minimize impacts upon neighboring properties and the three existing schools from noise generated by typical construction methods employed by the Project, stationary noise-generating construction equipment shall be placed a minimum of 446 feet from the property line of the closest existing residential property line or school boundary (adjacent to the Project boundary). The following mitigation measures were adopted as part of EIR396A-2 and approval of SPA2 to augment EIR396 mitigation measure C8-3. (EIR396A-2, pp 120-121; Webb 2010c, pp. 1, 21)

MM Noise 1: Stationary noise-generating construction equipment shall be placed a minimum of 446 feet from the property line of the closest existing residential property line and school boundary (adjacent to the Project boundary), when and where feasible.

MM Noise 2: Adhere to Riverside County Ordinance No. 457 which states, "whenever a construction site is within one-quarter (1/4) of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official."

Discussion of the Modified Project: Construction of the Modified Project will take place within the same construction footprint and will utilize the same types of construction equipment that was previously analyzed. There are no new existing sensitive receivers in proximity to the Modified Project site. While future overnight occupancy is proposed in a select number of the private lots, is not expected to be used as permanent residences. Rather, the overnight occupancy will be an additional amenity for members visiting the track. Further, MM Noise 2 limits the hours of construction activities. Mitigation measures C8-1 through C8-3, MM Noise 1, and MM Noise 2 remain in effect for the Modified Project to ensure impacts remain less than significant. Mitigation measure MM Noise 1 augments mitigation measure C8-3 by further reducing noise impacts from stationary construction equipment. Mitigation measure MM Noise 2 reflects current County Ordinance No. 457 and is more restrictive than the previous Mitigation Measure C8-1, but does not preclude longer hours if approved by the Building Official.

Finding: With implementation of mitigation measures C8-1 through C8-3, MM Noise 1, and MM Noise 2, temporary noise impacts associated with the Modified Project are similar to those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

c) *EIR396 Conclusion –Less Than Significant with Mitigation:* The uses are generally compatible with the surrounding environment since they were developed with recognition of the noise contours surrounding Jacqueline Cochran Regional Airport. Special noise concerns exist with the more sensitive

[8] Source: City of Perris General Plan, Noise Element, Appendix C: Technical Noise Area Definitions, page 69

residential and school uses that are proposed in proximity to motor vehicle noise, and the requirement to meet the state interior noise standards for multifamily dwellings.

The land uses on site could be impacted by noise emanating from Jacqueline Cochran Regional Airport and area roadways. Overlaying the Future Airport Noise Exposure map (Figure V-28 of EIR396) on the Land Use Plan (Figure V-10 in Section V-A.4.) identifies those areas with potential airport noise impacts. Within the airport's 65 CNEL contour lies Open Space, Air Park/Mixed Use and Heavy Industrial land use designations. According to the Land Use Guidelines for Noise Compatibility for airport uses, these land uses are satisfactory with little noise impact and require no special noise insulation for new construction.

Within the airport's 60 CNEL contour is proposed Open Space, Air Park/Mixed Use, Office, Heavy Industrial, Light Industrial, Residential Low and Residential High uses. With the exception of residential, the other land use categories would be considered compatible. Residential uses are generally discouraged within the 60 CNEL contour. New residential construction should be undertaken only after an analysis of noise reduction requirements are made and noise insulation included in the design. Given the location of these residential uses, the analysis will also need to address the combined impact of motor vehicle noise from adjacent roadways. The area within the 70 and 75 CNEL contours on site are designated for Open Space uses which should not be impacted by aircraft noise. However, recreational uses should be limited to those that do not involve concentrations of people.

Sensitive land uses are proposed within the Project including residences and possibly schools under the Public Facilities designation. Residential uses proposed adjacent to Avenue 62, Avenue 66, Tyler Street and Polk Street may be subject to noise levels in excess of 65 CNEL before mitigation. Additionally, future noise levels generated along on-site roadways, residences and schools adjacent to A Street, B Street, and C Street may also be impacted by noise in excess of 65 CNEL prior to mitigation.

These areas would be considered "conditionally acceptable" according to the County of Riverside standards, indicating that noise studies are required to ensure appropriate sound attenuation is incorporated into Project design. Since noise barriers can reduce sound by up to 12 dBA, sound walls should be sufficient to reduce motor vehicle noise to acceptable levels for residential and school uses. However, it is more likely that a combination of techniques including site design and setbacks is required to ensure a compatible noise environment. With mitigation, an exterior environment of 65 dBA CNEL could be achieved. This would ensure that the 45 dBA interior noise standard for multi-family uses is met, since typical building construction practices result in a 20-25 dBA exterior-to-interior reduction (EIR, p. V-160).

> *Mitigation Measure C8-4* – Residential uses proposed within the 60 CNEL contour of the airport shall require a noise analysis by a qualified acoustical consultant to ensure the standards are met. This analysis shall address the combined impact of airport activities and motor vehicle noise from adjacent roadways
>
> *Mitigation Measure C8-5* – Residential and school uses proposed within the 60 CNEL contour of Avenue 62, Avenue 66, Tyler Street, Polk Street, A Street, B Street, and C Street shall require a noise analysis by a qualified acoustical consultant to ensure the noise standards are met.

Subsequently, EIR396A-2 identified that the Project will not substantially alter the present or planned land use of this area, and noise impacts from operations from those land uses will be similar to those previously analyzed in EIR396.

As part of SPA2 approval, the *Preliminary Acoustical Impact Analysis for Kohl Ranch Specific Plan No. 303 Amendment* 2, December 2010 (Preliminary AIA) was prepared. Future noise impacts related to

vehicular traffic were modeled using a version of the Federal Highway Administration (FHWA) Traffic Noise Prediction Model (FHWA-RD-77-108), as modified for CNEL and the "Calveno" energy curves. Site-specific information is entered, such as roadway traffic volumes, roadway active width, source-to-receiver distances, travel speed, noise source and receiver heights, and the percentages of automobiles, medium trucks, and heavy trucks that the traffic is made up of throughout the day, amongst other variables.

Projects within Riverside County are required to comply with County standards for roadway traffic noise analysis and mitigation. These standards are based upon the design capacity for a given type of roadway. The Riverside County General Plan Circulation Element provides average daily traffic (ADT) roadway volumes at Levels of Service (LOS) C, D, and E for the various roadway types located within Riverside County. According to the County of Riverside's acoustical modeling parameters, the mandatory vehicular volume to be used is LOS C. Mandatory travel speeds for modeling purposes are 40 miles per hour. In addition to identifying unmitigated exterior noise levels, the Preliminary AIA also identified the approximate location and height of noise barriers needed to attenuate noise to meet County Standards. (Webb 2010c, pp. 17-19, 22) **Table J, On-Site Unmitigated and Mitigated Exterior Noise Levels**, below, details on-site unmitigated noise levels, height of noise barrier required (if any), and the attenuated noise level.

Table J, On-site Unmitigated and Mitigated Exterior Noise Levels

Planning Area Affected	Noise Source	Distance from Noise Source (feet)[1]	Calculated Noise Level (dBA CNEL)[1]	Height of Noise Barrier (feet)[2]	Attenuated Noise Level (dBA CNEL)[2]
C-1, C-2	Harrison Street/Highway 86	1345	64.2	None Required	--
C-2, C-6, F-3	Avenue 62	120	76.0	9.0	64.4
G-7, G-13, H-5, H-9	Avenue 64 (northern side)	69	76.0	8.5	64.9
J-1	Avenue 64 (southern side, e/o of "E" St.)	169	71.4	6.1	63.3
I-8, I-4	Avenue 64 (southern side, w/o of "E" St.)	183	71.0	6.1	62.8
L-1	Avenue 66 (e/o "E" St.)	172	73.4	6.3	65.0
M-7E	Avenue 66 (w/o "E" St.)	156	73.9	6.7	64.9
H-9, H-7	Polk Street (n/o Ave 64)	234	70.1	6.0	64.7
L-1, J-4, J-1	Polk Street (s/o Ave 64)	97	74.4	7.0	65.0
F-3	Polk Street (s/o Ave 62)	74	76.0	9.0	64.5
C-4	Tyler Street (n/o Ave 62 adjacent to Park)	494	66.8	8.5	64.0
C-8	Tyler Street (adjacent to NAP)	304	69.0	5.1	65.0
B-1, B-2, B-5, B-6, C-6	Tyler Street/Ave 60 (n/o Avenue 62)	74	76.0	5.1	61.9
G-7, I-4, I-7	Tyler Street (just n/o and s/o Ave 64)	275	65.3	5.0	62.3
G-7	Tyler Street (n/o Ave 64)	74	76	5.2	65.0
M-1B	Tyler Street (s/o Ave 64)	111	69.4	5.3	64.3
G-5, G-10, G-11, G-13, G-7, G-8	"C" Street	78	71.2	6.1	62.6
J-1, L-1, I-8, I-9, I-10, I-11, M-7A, M-6B, M-7D, M-7C, M-7E	"E" Street	78	71.2	6.1	62.6

Notes:
[1] Preliminary AIA, p.18-19, Table 4
[2] Preliminary AIA, p. 22, Table 6

Because detailed information such as precise grading, exact building locations, and building construction materials are not yet established at a project's planning stage, mitigation measures determined in a preliminary acoustical impact analysis must be sufficient but not too specific. The following mitigation measures have been identified in the Preliminary AIA to reduce noise impacts resulting from implementation of SPA2:

MM Noise 3: – Sound attenuation barriers shall be constructed to heights indicated in the Preliminary Acoustical Analysis for the Project along Avenue 62, Avenue 64, Avenue 66, Polk Street, Tyler Street, "C" Street and "E" Street (Table 6 of the *Preliminary Acoustical Impact Analysis for the Kohl Ranch Specific Plan No. 303, Amendment No. 2*, December 2010) which range from five to nine feet. The barriers shall be constructed of masonry block or other material of sufficient weight (3.5 pounds per square foot of face area) and have no decorative

cutouts or line-of-sight openings between the Project and adjacent land uses. All gaps (except for weep holes) shall be filled with grout or caulking.

MM Noise 4: Once precise grading and architectural plans are made available, and prior to building permit issuance, a final acoustical impact analysis shall be performed for all residential planning areas in order to confirm that exterior standards are achieved and interior noise levels are reduced to 45 dBA or less.

As previously discussed in Item 33a, EIR396-A2 identified that racing operations are not anticipated to commence prior to 7:00 a.m., or continue beyond daylight hours (after 7:00 p.m.), which would comply with the County's 45 dBA L_{eq} (10 minutes) nighttime noise limit. EIR396A-2 further identified proposed design features consisting of: (1) combination earthen berm and wall sound barriers (at least 25 feet high) proposed for the west, south and east sides of the proposed race track; (2) sound barriers (at least 15 feet high) proposed around the north, west and south sides of the proposed kart-racing track; along with (3) solid property line security walls (7 feet high) proposed opposite garage condominiums facing the property lines along Avenue 62, APN 750-100-02, APN 750-100-03 and Avenue 60.

The required noise control barriers around the main tracks are planned to be constructed using a combination of minimum 18 gauge corrugated steel walls 10 feet high atop earthen berms 15 feet high. Noise control barriers around the kart track will be constructed using minimum 18-gauge corrugated steel walls 15 feet high. Noise control barriers around the property boundaries will be constructed using decorative concrete block.

Noise from the track operations approved in SPA2 was analyzed using a trackside maximum noise level of 105 dBA at a distance of 50 feet. However, the analysis found that while a trackside limit of 105 dBA at 50 feet can be applied to the northern track configurations, a reduced trackside noise limit of 100 dBA at 50 feet must be applied to the southern track configurations and to use of the entire full course length as a single track. Alternately, the south/full course trackside noise limit can be raised to 103 dBA at 50 feet as long as no more than 20 cars are allowed on the south/full course at one time. Therefore, to minimize noise impacts from track operations of the TTC upon neighboring properties, EIR396-A2 incorporated the following mitigation measures:

MM Noise 5: Thermal Motorsports Track and Club developers shall install automatic noise monitors that can continuously measure trackside noise levels and even log the day and time of any measured levels in excess of the trackside noise limit. The track developer shall employ full-time personnel to closely monitor all track operations from a central location.

MM Noise 6: One automatic noise monitor should be positioned at an appropriate location adjacent to each track configuration capable of being operated as a separate course.

MM Noise 7: Any trackside noise limit violations logged by the automatic noise monitors will result in immediate investigation by trackside personnel. The central tower, or full-time noise-monitoring personnel, would notify the individual control position of each track registering a violation of the noise limit. The individual track control would then be responsible to identify and remove the offending vehicle(s) from the track.

MM Noise 8: A vehicle removed from the track for a noise violation must receive repairs/changes to reduce the noise output and return to the vehicle inspection station before it can be returned to the track.

MM Noise 9: Prior to start of testing or running of vehicles on the track, noise testing shall be administered to demonstrate compliance with noise standard and ensure technical integrity of noise suppression equipment for vehicles entering the track.

Track operation recommendations to implementing the above mitigation measures are located in *Appendix D of the Preliminary AIA* (Webb 2010c, pp. 32-36).

Discussion of the Modified Project: With regard to the Modified Project's compliance with County standards for roadway traffic noise analysis and mitigation, because: (1) the Modified Project does not propose any changes to the Riverside County General Plan Circulation Element; (2) there have been no changes in the design capacities since preparation of the Preliminary AIA; and (3) the County's acoustical modeling parameters have not been revised, the analysis and mitigation measures identified in the Preliminary AIA are applicable valid for the Modified Project.

As discussed in item 33a, above, a noise impact analysis was prepared regarding TTC's racetrack-generated operational noise by Christopher Jean & Associates dated May 14, 2013 (CJA2013). The analysis was completed to demonstrate that the Phase 1 portion of TTC can operate as proposed and comply with County noise standards using the interim mitigation measure completed to date. Based on actual measurements of a recent track event, the Phase 1 portion (the "South Palm Circuit") of TTC will remain in compliance with the 65 dBA L_{eq} (10 minutes) noise limit using only the current earthen berm and 18-foot-high soundwalls, at least until the completion of Phase 2. A trackside noise limit of 105 dBA at 50 feet shall be monitored and maintained for all Phase 1 track events. No more than 20 race vehicles shall operate on the Phase 1 track at any time. A Phase 2 acoustical analysis update will be necessary to ascertain whether compliance can be maintained using earthen berm and 18-foot-high soundwalls once Phase 2 track is completed. Because mitigation measures C8-4 C8-5, MM Noise 3 through MM Noise 9, remain in effect for the Modified Project and additional mitigation measures MM Noise 10 and MM Noise 11 (as discussed in item 31), will be implemented, impacts associated with track operations remain less than significant. While overnight occupancy is proposed in a select number of the private lots, is not expected to be used as permanent residences. Rather, the overnight occupancy will be an additional amenity for members visiting the track. Potential impacts to the proposed residential uses along the track will be minimized in part by the race track hours of operation which is closed at night. Further, a noise exception to Ordinance No. 847 is proposed as part of the Modified Project for regulating noise for a continuous event for sound sources related to motor vehicle racing and related facilities. Upon approval of this exception, the Modified Project will maintain consistency with County of Riverside policies.

Finding: With implementation of mitigation measures C8-4 C8-5, MM Noise 3 through MM Noise 11, implementation of the Modified Project would not result in the exposure of persons to or generation of noise levels in excess of established standards. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

d) *EIR396 Conclusion – Not Analyzed.*

Subsequently, EIR396-A2 identified that ground-born vibration and ground-borne noise is usually only potentially significant if a sensitive receptor is located adjacent to a large source of such vibration such as a railroad track. There are no railroad tracks adjacent to the Project site. The primary source of vibration noise within the Project will be from construction vehicles and equipment. Such uses are temporary and scattered over the site as construction phases are implemented. There is no permanent source of vibration noise that is proposed by the Project, nor does the Project place any sensitive receptors near existing sources of vibration noise.

Discussion of the Modified Project: Groundborne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of ground-borne vibration are trains, buses on rough roads, and heavy construction activities such as blasting, pile-driving, and extensive grading and heavy earth-moving equipment. Construction of the Modified Project will not incorporate the use of blasting, pile-driving, or extensive grading. Additionally, groundborne vibration and groundborne noise are not associated with any of the uses proposed by the Modified Project. Thus, construction, operation and associated infrequent maintenance will not produce any substantial groundborne vibration or groundborne noise levels. Construction of the Modified Project will encompass the same area, will not substantially increase the future intensity of land uses, and utilizes the same types of construction equipment previously analyzed. Thus, the Modified Project will not result in an increase of ground-borne vibration or ground-borne noise levels.

Finding: The Modified Project will not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels beyond previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

POPULATION AND HOUSING

POPULATION AND HOUSING Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
34. Housing				
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
d) Affect a County Redevelopment Project Area?	☐	☐	☐	☒
e) Cumulatively exceed official regional or local population Projections?	☐	☐	☐	☒
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒

Sources: Project Description; RCLIS; EIR396 et al

Findings of Fact:

a) *EIR396 Conclusion – No Impact*: The Kohl Ranch Specific Plan will not displace substantial numbers of existing housing of people requiring the construction of replacement housing. The Project site is currently used for agricultural production leaving the majority of the site vacant. Some limited residential use is located along the periphery of the site, however, the small amount of housing that would be affected is not substantial (EIR p.V-44).

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. The Modified Project site is partially constructed or graded for TTC Motorsports Park facilities while the rest is vacant and contains no existing housing. Thus, the Modified Project would not displace existing housing.
Finding: The Modified Project has no potential to displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere area beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

b) *EIR396 Conclusion - Less than Significant*: The Project includes a mix of several land use designations to provide for a balance between jobs and housing. Residential land uses will consist of low, medium and high density residential developments. The housing element in the EIR includes several policies to ensure affordable housing is included within the Project site.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. The Modified Project will divide Planning Area E-2 into five new planning areas (E-2, E-5, E-6, E-7, and E-8), while existing Planning Areas A-8 and E-4 will be combined to create one new Planning Area (E-4)to change land uses designations from Commercial-Retail and Heavy Industrial to Mixed Use to allow for the unique combination of commercial, business, industrial, recreation, and residential product types associated with TTC development that are located within close proximity to one another. Target densities have been adjusted for planning areas F-2, G-5, G-10, G-11, H-2, and H-4 to allow for mixed use residential units within planning areas E-5, E-6, E-7, and E-8 so as not to exceed the maximum unit count of 7,171 established for the entire Kohl Ranch SP boundary. Thus, the Modified Project will not result in a substantial increase to the overall intensity of future uses.

Finding: The Modified Project has no potential to create a demand for additional housing, particularly housing affordable to households earning 80 percent or less of the County's median income, beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

c) *EIR396 Conclusion – No Impact*: See discussion Item 34a above.

d) *EIR396 Conclusion –Less than Significant*: The northern portion of the Project site is located within the Thermal and Jacqueline Cochran Airport Redevelopment Area designed to address the need to promote economic development and create employment opportunities. The area now being used for agriculture use is suitable for industrial development. The Project provides for a mix of uses, including industrial uses in the northern portion of the Project site which meets the Southern California Association of Governments (SCAG) Regional Comprehensive Plan (RCP) goal of re-invigorating the region's economy (EIR, p. V-363).

Subsequently, EIR396-A2 was prepared in order to analyze the land use plan modified under SPA2 to reallocate land uses, reflect new planning area boundaries as a result of street realignment, to reclassify specific plan land use designations in order to conform to the Riverside County General Plan land use designations, and add racetrack and racetrack related facilities as allowable uses. These modifications did not result in a change to the overall Project boundary or an increase to the overall intensity of future land uses. TTC has been projected to create approximately 75 full-time jobs and 25 part-time jobs on site. Indirectly, the TTC would generate 477 jobs in the region through the activities of members and visitors to the TMTC (e.g., hotel and restaurant workers).

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed and would create employment opportunities as identified in EIR396A2 consistent with the intent of the Thermal and Jacqueline Cochran Airport Redevelopment Area as was previously analyzed.

However, subsequent to approval of SPA2, the state has officially dissolved all Redevelopment Agencies as of February 1, 2012. Thus, the modified Project would have no impact on the former Thermal and Jacqueline Cochran Airport Redevelopment Area.

Finding: The Modified Project would not affect a County Redevelopment Project Area. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

e) *EIR396 Conclusion – Less than Significant*: According to the Regional Element of EIR396, development of the Kohl Ranch Specific Plan will be representative of approximately 4.3 percent of the housing growth expected by 2015 and 7.5 percent of the population growth expected by 2010 for the Coachella Valley region (EIR, p.V-365).

Subsequently, EIR396-A2 was prepared in order to analyze the land use plan modified under SPA2 to reallocate land uses, reflect new planning area boundaries as a result of street realignment, to reclassify specific plan land use designations in order to conform to the Riverside County General Plan land use designations, and add racetrack and racetrack related facilities as allowable uses. These modifications did not result in a change to the overall Project boundary or an increase to the overall intensity of future land uses. As identified in EIR396A2, SCAG's projections are based on, among others, the Riverside County General Plan and population information which includes the Kohl Ranch Specific Plan because it is reflected on the County General Plan.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. The Modified Project will divide Planning Area E-2 into five new planning areas (E-2, E-5, E-6, E-7, and E-8), while existing Planning Areas A-8 and E-4 will be combined to create one new Planning Area (E-4)to change land uses designations from Commercial-Retail and Heavy Industrial to Mixed Use to allow for the unique combination of commercial, business, industrial, recreation, and residential product types associated with TTC development that are located within close proximity to one another. Target densities have been adjusted for planning areas F-2, G-5, G-10, G-11, H-2, and H-4 to allow for mixed use units within planning areas E-5, E-6, E-7, and E-8 so as not to exceed the maximum unit count of 7,171 established for the entire Kohl Ranch SP boundary. Thus, the Modified Project will not result in a substantial increase to the overall intensity of future uses.

Finding: The Modified Project will not cumulatively exceed official regional or local population projections above that previously analyzed or beyond what is now currently included in SCAG projections as the Modified Project does not exceed the approved total dwelling unit count of 7,171. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

f) *EIR396 Conclusion – Less than Significant*: The Project will induce substantial population growth in an area that is relatively uninhabited. The Project does, however, lie within the Coachella Valley Enterprise Zone, which considers the maximum growth permitted within the zone and the creation of jobs that would result from that growth. The Project supports County planning policies through availability of road improvements and infrastructure that would occur within this enterprise zone. Development of the Kohl Ranch will result in growth inducement in the enterprise zone. However, because this is consistent with County policy, any growth resulting from development of a specific plan is considered less than significant (EIR, p.V-368).

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. As discussed in Item 34e above, the Modified Project will not increase the overall intensity of future uses.

Finding: The Modified Project will not induce substantial population growth in an area beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

PUBLIC SERVICES

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
35. Fire Services: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	☐	☐	☐	☒

Sources: EIR396; Google Maps; Project Description

Findings of Fact:

EIR396 Conclusion – Less than Significant with Mitigation: The Project site is located within the jurisdiction of the Riverside County Fire Department. Three stations will provide service for the Project. The Project would result in substantial demands on the Fire Department to provide acceptable levels of service. EIR396 identified the following mitigation measures to reduce the level of impacts to less than significant (EIR, p. V-297):

Mitigation Measure D3-1–The Project shall conform with the requirements of the Public Facilities and Services Element of the Riverside County General Plan and the Riverside County Fire Protection Ordinance No. 546.

Mitigation Measure D3-2–The County Department of Building and Safety and the County Fire Department shall enforce fire standards in the review of building plans and during building inspection (EIR, p. V-297).

Mitigation Measure D3-3 – All Project street widths, grades and turning/curve radii shall be designed to allow access by fire suppression vehicles (EIR, p. V-297).

Mitigation Measure D3-4 – Residences and interior streets shall be clearly marked to facilitate easy identification by emergency personnel (EIR, p. V-297).

Mitigation Measure D3-5 – The developer shall demonstrate that sufficient on-site fire flow pressure exists, as determined by the Riverside County Fire Department (EIR, p. V-297).

Mitigation Measure D3-6 – Fire flow requirements shall be incorporated into the overall Project design. A fire flow of 1,000 gpm at 20 psi for a two-hour duration shall be required for single family residential uses; 2,500 gpm for multi-family residential, light manufacturing and certain commercial uses; and 5,000 gpm for medium and heavy industrial uses, as well as larger commercial development (EIR, p. V-297).

Mitigation Measure D3-7 – The Project applicant shall contribute appropriate fees in accordance with the fire unit impact fee, as well as plan check fees and all other impact fees in accordance with current County of Riverside regulations (EIR, p. V-297).

Subsequently, EIR396-A2 was prepared in order to analyze the land use plan modified under SPA2 to reallocate land uses, reflect new planning area boundaries as a result of street realignment, to reclassify specific plan land use designations in order to conform to the Riverside County General Plan land use designations, and add racetrack and racetrack related facilities as allowable uses. These

modifications did not result in a change to the overall Project boundary or a substantial increase to the overall intensity of future land uses. Risks for the racetrack and associated uses were identified to be slightly higher due to car fires on the track, but fire suppression for on-site operations would address this specific type of fire, and no new fire stations beyond those currently existing/planning external to the track would be needed to serve the site. One of the three fire stations planned to serve the site has been constructed since the previous EIR396 was certified. It is located near the intersection of Airport Boulevard and Higgins Drive.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed. The fire risks associated with the racetrack and its associated uses remain as they were previously analyzed. Mitigation measures D3-1 through D3-7 remain in effect for the Modified Project which ensures adequate design and fire flow exists for TTC.

Finding: With implementation of mitigation measures D3-1 through D3-7, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

36. Sheriff Services: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
	☐	☐	☐	☒

Sources: EIR396 et al; Project Description

Findings of Fact:

EIR396 Conclusion – Less than Significant with Mitigation: The Project site is located within the jurisdiction of the Riverside County Sheriff's Department. The Indio Station, located approximately eight miles from the Project site, is the closest provider to the Project site. The Project would result in substantial demands on the Sheriff Department to provide acceptable levels of service. EIR396 identified the following mitigation measures to reduce the level of impacts to less than significant (EIR, p. V-300):

Mitigation Measure D4-1–The applicant shall cooperate with the Sheriff's Department to ensure that adequate protection, facilities and personnel are available (EIR, p. V-300).

Mitigation Measure D4-2–The applicant shall contract with the Southern Coachella Valley Community Services District to provide supplemental sheriff services in exchange for an additional parcel charge collected via the property tax system (EIR, p. V-300).

Mitigation Measure D4-3–Construction yard fencing and/or security personnel shall be provided during the construction phases to reduce the potential of theft and vandalism at the site (EIR, p. V-300).

Mitigation Measure D4-4–Ample lighting shall be provided in all parking area entrances/exits and walkways, consistent with Riverside County Ordinance No. 655. Additionally, the applicant shall ensure that street addresses are highly visible to any responding emergency vehicles (EIR, p. V-301).

Mitigation Measure D4-5–For the safety and security of future residents, the applicant or developer shall address the following design concepts within each planning area to assure the maximum measure of crime prevention (EIR, p. V-301):

- Circulation for pedestrian, vehicular and police patrol circulation
- Lighting
- Landscaping
- Visibility of doors and windows from the street and between buildings
- Fencing heights and materials
- Public and private spaces

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed and will not substantially increase the overall intensity of future uses. Mitigation measures D4-1 through D4-5 remain in effect for the Modified Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measures D4-1 through D4-5, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

37. Schools: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
	☐	☐	☐	☒

Sources: EIR396 et al ; Project Description

Findings of Fact:

EIR396 Conclusion – Less than Significant with Mitigation: The Project site is located within the boundaries of the CVUSD. Development of the Kohl Ranch Specific Plan would result in an increase of school age children in the area. Potential impacts to CVUSD will be reduced to a less than significant impact with application of the following mitigation measure provided in EIR396 (EIR, p. V-305):

> *Mitigation Measure D5-1* – The applicant shall be responsible for the payment of fees at the state statutory limit in effect at the time; or otherwise reach agreement with the school district for provision of school sites and/or payment of fees to effectively mitigate school impacts.

Subsequently, EIR396-A2 was prepared in order to analyze the land use plan modified under SPA2 to reallocate land uses, reflect new planning area boundaries as a result of street realignment, to reclassify specific plan land use designations in order to conform to the Riverside County General Plan land use designations, and add racetrack and racetrack related facilities as allowable uses. EIR396-A2 stated that CVUSD and the Kohl Ranch project proponent entered into a mitigation agreement on January 13, 1998, for any dwelling units constructed within the Project. Additionally, the parcel designated for Public Facilities in the southwest corner of the Project site is owned by CVUSD and now houses three schools: the Las Palmitas Elementary School, Toro Canyon Middle School, and Desert Mirage High School.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed and will not substantially increase the overall intensity of future uses and does not exceed the overall unit count of 7,171 as discussed in Item 34e, above. The proposed mixed-use residential is

not anticipated to result in an increase of school age children, thus resulting in the need for additional schools as the residential component, is not expected to be used as permanent residences. Rather, the overnight occupancy will be an additional amenity for members visiting the track. Mitigation measure D5-1 remains in effect for the Modified Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measure D5-1, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

	Potentially Significant New Impact	Less than Significant with New Impact Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
38. Libraries: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	☐	☐	☐	☒

Sources: EIR396 et al; Project Description

Findings of Fact:

EIR396 Conclusion – Significant: The Project site would be served by the Riverside County Public Library System. The closest two branches are located in Coachella and Mecca. The Project site would adversely impact existing library services. The increase in population to be serviced would require an increase in funding to the County Library in order to maintain the current level of service but the current level of services is substantially inadequate. The EIR396 identified the following mitigation measure, however, the impact remains significant (EIR, p. V-336):

> *Mitigation Measure D11-1*–The applicant shall coordinate with the County regarding whether a portion of the recurring fiscal surplus to the County could be used for library costs (EIR, p. V-339).

Subsequently, EIR396-A2 was prepared in order to analyze the land use plan modified under SPA2 to reallocate land uses, reflect new planning area boundaries as a result of street realignment, to reclassify specific plan land use designations in order to conform to the Riverside County General Plan land use designations, and add racetrack and racetrack related facilities as allowable uses. EIR396-A2 stated that branch library locations include: Coachella Branch located at 1538 7th Street in the Coachella community; Mecca-North Shore Branch located at 91260 Avenue 66 in the Mecca community; and La Quinta Branch, 78275 Calle Tampico in the City of La Quinta.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed and will not substantially increase the overall intensity of future uses and does not exceed the overall unit count of 7,171 as discussed in Item 34e, above. The proposed mixed-use residential is not anticipated to result in an increased need for libraries as the residential component is not expected to be used as permanent residences. Rather, the overnight occupancy will be an additional amenity for members visiting the track. Mitigation measure D11-1 remains in effect for the Modified Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measure D11-1, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

		Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
39.	**Health Services:** Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	☐	☐	☐	☒

Sources: EIR396 et al; Project Description

Findings of Fact:

EIR396 Conclusion – Less than Significant with Mitigation: The Project site is located near two hospital facilities located in Indio and Rancho Mirage. There are also two clinic facilities located in the cities of Indio and La Quinta to provide urgent care and general medical services to the residents of the development. The Project would result in the increased need for medical services and facilities. In accordance with the General Plan, the County will coordinate with health service providers to accommodate this demand. EIR396 also concluded that the size of the medical community is anticipated to increase commensurate with the increase in population in the area; thereby resulting in no adverse impacts as a consequence of the increase in demand for health services (EIR, p. V-334).

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed and will not substantially increase the overall intensity of future uses and does not exceed the overall unit count of 7,171 as discussed in Item 34e, above.

Finding: The Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

RECREATION

		Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
40.	**Parks and Recreation**				
a)	Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
b)	Would the Project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
c)	Is the Project located within a County Service Area or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	☐	☐	☐	☒

Sources: EIR396 et al; Project Description

Findings of Fact:

a-b) *EIR396 Conclusion – Less than Significant with Mitigation*: Parks and recreational facilities are under the jurisdiction of the Riverside County Regional Parks and Open-Space District (RPOSD) and the

Coachella Valley Recreation and Parks District (CVRPD). The County of Riverside utilizes the development standard of three acres developed local parkland per 1,000 in population to address the need for local and neighborhood parks. The CVRPD also uses this standard and permits payment of fee in lieu of land dedication. Development of the Kohl Ranch Specific Plan would incorporate open space and recreational land uses throughout the site. The Project as proposed will create an increased demand for park and recreational facilities. The Project will incorporate neighborhood and community parks, golf courses and passive open space. Additionally, the Project will increase the use of regional park facilities located at Lake Cahuilla. Mitigation measures to reduce this impact to less than significant in EIR396 are as follows (EIR, p. V-310):

> *Mitigation Measure D6-1*–The Project shall dedicate a minimum of 53.82 acres for developed local parkland or shall provide fees in lieu of dedication, based on agreement with the CVRPD. Parkland or equivalent fees provided by the applicant shall be phased in conjunction with residential development so that appropriate acreage of local parkland is provided for each 1,000 persons within the new development (EIR, p. V-310).
>
> *Mitigation Measure D6-2*–The developer(s) shall work with the CVRPD (now Desert Recreation District) and the CVUSD to determine the types of facilities to be installed in parks and schools, if a joint-use program is undertaken (EIR, p. V-310).
>
> *Mitigation Measure D6-3*–Recreation trails shall be improved and dedicated, as described in the Kohl Ranch Specific Plan (EIR, p. V-310).
>
> *Mitigation Measure D6-4*–The applicant shall dedicate land for regional and natural parkland or shall pay mitigation fees at the occupancy permit stage to the Building Code and Safety Department, in accordance with the provisions of Riverside County Ordinance No. 659 (EIR, p. V-310).
>
> *Mitigation Measure D6-5*– Future development Projects shall comply with the Land Use Standards for parks and recreation facilities in the RCCGP (EIR, p. V-310).

Subsequently, EIR396-A2 was prepared in order to analyze the land use plan modified under SPA2 to reallocate land uses, reflect new planning area boundaries as a result of street realignment, to reclassify specific plan land use designations in order to conform to the Riverside County General Plan land use designations, and add racetrack and racetrack related facilities as allowable usesEIR396-A2 identified that Riverside County Ordinance 460 requires three acres of land be provided for each 1,000 persons for neighborhood and community park and recreation facilities unless a Community Parks and Recreation Plan has established a higher rate (with a maximum of 5.0 acres of parkland per 1,000 persons). The Desert Recreation District (DRD), formerly known as the Coachella Valley Recreation and Parkway District, has created a Community Parks and Recreation Plan for the Project area to meet the needs of the 16 communities in which it serves. The Coachella Valley Recreation and Parks Master Plan (CVRPMP) established park land requirements that require that a total of 5 acres of parkland be provided for each 1,000 persons in population or payment of a fee in-lieu thereof, or a combination of both for neighborhood or community park and recreational facilities. SPA2 includes 376.73 acres of neighborhood parks, open space areas associated with drainage facilities, recreational trails, and allowance for golf course or other major recreational uses such as the proposed motor sports race track. All construction-related impacts associated with parks to be located on site had been considered within EIR396. To reflect changes made by SPA2, mitigation measure D6-1 had been revised.

> *Mitigation Measure D6-1 (Revised)* – The Project shall dedicate ~~a minimum of 53.82 acres~~ appropriate acreage for developed local parkland or shall provide fees in lieu of dedication, based on ~~agreement with~~ the requirements of the ~~CVRPD~~ Desert Recreation District. Parkland

or equivalent fees provided by the applicant shall be phased in conjunction with residential development so that appropriate acreage of local parkland is provided for each 1,000 persons within the new development.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed and will not substantially increase the overall intensity of future uses and does not exceed the overall unit count of 7,171 as discussed in Item 34e, above. The proposed mixed-use residential is not anticipated to result in an increased need for parks as the residential component is not expected to be used as permanent residences. Rather, the overnight occupancy will be an additional amenity for members visiting the track. Thus, the previous impact to park and recreation services is unaffected by this Project. Mitigation measure D6-2 is no longer applicable as CVUSD has constructed its school facilities. However, mitigation measures D6-1 (Revised), D6-3, D6-4, and D6-5 will remain in effect for the Modified Project to ensure impacts are less than significant.

Finding: With implementation of mitigation measure D6-1 (Revised), D6-3, D6-4 and D6-5, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

c) *EIR396 Conclusion - Less than Significant:* The Project is located within the jurisdiction of the RPOSD and the now-DRD which will require payment of appropriate fees upon development of Project (EIR, p. V-309).

Subsequently, EIR396-A2 was prepared which identified that SPA2 is located within the Thermal #125 – Street Lighting County Service Area, a special district formed for the purposes of providing street lighting to the Project and within the jurisdiction of the Desert Recreation District.

Parkland development requirements were established in SPA2 Design Guidelines to ensure the overall Kohl Ranch Specific Plan complies with and meets the County requirements for parkland dedications and/or fees as residential development occurs. The precise location of required parklands will be identified as the Project implementation progresses and as further adjustments are made to the Specific Plan in order to accommodate ALUC limitations. Additionally, the size of the Specific Plan assures that adequate area exists in order to satisfy appropriate parkland requirements.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed and will not substantially increase the overall intensity of future uses and does not exceed the overall unit count of 7,171 as discussed in Item 34e, above. Thus, the previous impact to park land with a County Service Area is unaffected by this Project.

Finding: The Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
41. Recreational Trails: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered recreational trails, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?	☐	☐	☐	☒

Sources: EIR396 et al; Project Description

Findings of Fact:

EIR396 Conclusion – Less than Significant with Mitigation: The Riverside County General Plan identified Regional trails along Avenue 60 and Avenue 66. Class I Bike Paths located adjacent to these trails were also identified on the ECVAP Regional Trails Map. Future acquisitions for trail linkages were deemed necessary to meet increased demand and the following mitigation measures were provided in EIR396 to reduce this impact to less than significant (EIR, p. V-307):

Mitigation Measure D6-3–Recreation trails shall be improved and dedicated, as described in the Kohl Ranch Specific Plan (EIR, p. V-310).

Mitigation Measure D6-5–Future development Projects shall comply with the Land Use Standards for parks and recreation facilities in the RCCGP (EIR, p. V-310).

Subsequently, EIR396-A2 was prepared which identified that the trail system has been modified within the SPA2 to respond to changes in streets, drainage channels and planning areas; and to coordinate with CVAG's Draft Non-Motorized Transportation Plan. The SPA2 trail system connects to the CVAG plan at the western Project boundary on Avenue 66 and Avenue 60.

Discussion of the Modified Project: The Modified Project occupies the same area as previously analyzed and will not substantially increase the overall intensity of future uses and does not exceed the overall unit count of 7,171 as discussed in Item 34e, above. Mitigation measures D6-3 and D6-5 remain in effect for the Modified Project. Thus, the previous impact to recreational trails is unaffected by this Project.

Finding: With implementation of mitigation measure D6-3 and D6-5, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

TRANSPORTATION/TRAFFIC

TRANSPORTATION/TRAFFIC Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
42. Circulation				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Result in inadequate parking capacity?	☐	☐	☐	☒
c) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated road or highways?	☐	☐	☐	☒

TRANSPORTATION/TRAFFIC Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
d) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
e) Alter waterborne, rail or air traffic?	☐	☐	☐	☒
f) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
g) Cause an effect upon or a need for new or altered maintenance of roads?	☐	☐	☐	☒
h) Cause an effect upon circulation during the Project's construction?	☐	☐	☐	☒
i) Result in inadequate emergency access or access to nearby uses?	☐	☐	☐	☒
j) Conflict with adopted policies plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Sources: Project Description; EIR396 et al; Webb 2014(C); STA

Findings of Fact:

a) *EIR396 Conclusion – Less Than Significant with Mitigation:* The Riverside County General Plan lists four objectives related to circulation: 1) monitor land use and economic trends so that Riverside County Transportation Department can propose modifications to the Circulation Plan; 2) maintain the existing transportation network, while providing for expansion and improvement based on travel demand and the development of alternative travel modes; 3) encourage the use of road improvement financing mechanisms which equitably distribute the cost of road improvements; and 4) provide bike routes and related bicycle facilities which will form a network in connecting the various communities of Riverside County and forming an overall bikeway system of the State of California (EIR, p. V-201).

Study area intersections are projected to achieve Level of Service (LOS) "C" or better during peak hours for General Plan Year 2010 Buildout conditions with improvements. LOS "D" is allowable in urban areas only at intersections of any combination of Major Streets, Arterials, Expressways, or conventional State Highways within one mile of a freeway interchange and also freeway intersections (EIR, p. V-232).

The Project has been designed to use a network of local streets for neighborhood traffic, and nearby highways (including Avenue 60, Avenue 62, Avenue 66, Harrison Street and Polk Street) for through traffic. Cross-sections and ultimate alignments would be designed to meet Riverside County Transportation Department requirements (EIR, p. V-232). The Kohl Ranch development is projected to generate a total of approximately 110,000 trip-ends per day (EIR, p. V-203).

Access locations along general plan highways have been recommended to minimize conflicting turning movements along routes serving through traffic and to provide safe intersections.

To encourage ridesharing/transit ridership and reduce commute trip impacts on access routes to SR-86S, a portion of the commercial parking areas should be designated for Park-N-Ride use on weekdays between 6:00 a.m. and 6:00 p.m.

The Riverside County General Plan, Bicycle Routes Plan depicts that the Project is in the vicinity of General Plan Class I and Class II bikeway facilities, and potential bus turn-out locations and design features have been recommended. The commercial portion of the Project should provide on-site bike racks to encourage the use of bicycles as an alternative means of transportation and encourage site plans that are easily accessible to bicycles.

Mitigation Measures D1-1 through D1-10 pertain to the specific road improvements proposed within the Project area (EIR, p. V-210).

Mitigation Measure D1-11–To ensure that off-site roadway improvements are provided in conjunction with each development phase, the following development monitoring requirements shall be followed throughout the study area:

a. Traffic impact study reports shall be required with submittal of tentative tract maps or plot plans as required by the County of Riverside.

b. The required format for each traffic impact study report shall be determined by the County of Riverside. The required format shall include evaluation of peak hour conditions at intersections significantly impacted by each phase of development.

c. If an impacted intersection is estimated to exceed County service level standards, then appropriate link and intersection improvements shall be required to be presented for County staff review.

d. The improvements needed to maintain the County service level standards shall be required to be in place or funding assured prior to occupancy of the relevant development phase. Because off-site improvements are generally needed to serve areawide growth, the developer shall initiate efforts to establish an areawide fee program or funding district to implement General Plan roadway improvements, prior to the issuance of building permits. Without a district or fee program in place, the Project would be responsible for providing the off-site improvements necessary for adequate circulation at each Project phase (EIR, p. V-220).

Mitigation Measures D1-12 through D1-17 pertain to the configuration of specific road improvements proposed within the Project area which have not been modified as a result of the currently proposed Project (EIR, p. V-228).

Mitigation Measure D1-18–The Project shall contribute to the installation of traffic signals when warranted through the payment of traffic signal mitigation fees. The traffic signals shall be installed as warranted through the tract map or plot plan level traffic studies (EIR, p. V-235).

Mitigation Measure D1-19–The developer shall comply with the trip reduction ordinance of the County of Riverside (EIR, p. V-235).

Mitigation Measure D1-20–As development in the area occurs, the SunLine Transit Agency shall be requested to consider expanding service within the area (EIR, p. V-235).

Mitigation Measure D1-21–To accommodate future bus service on key roadways, transit stops shall be anticipated at the far side of major intersections. SunLine Transit Agency shall renew transit recommendations in the study area. Figure V-54 of EIR396 shows the recommended

bus turnout design parameters. Pedestrian access to the bus stops shall be provided (EIR, p. V-235).

Mitigation Measure D1-22–The commercial portion of the Project shall provide on-site bike racks to encourage the use of bicycles as an alternative means of transportation (EIR, p. V-235).

Mitigation Measure D1-23–To encourage ridesharing/transit ridership and reduce commute trip impacts on access routes to SR-86S, a portion of the commercial parking areas shall be designated for Park-N-Ride use on weekdays between 6:00 a.m. and 6:00p.m (EIR, p. V-235).

Mitigation Measure D1-24–Precise access locations and the phasing of roadway improvements shall be determined at the plot plan, use permit or tentative tract map level, subject to approval by the Riverside County Transportation Department (EIR, p. V-236).

Mitigation Measure D1-26–Avenue 60 adjacent to the site shall be downsized and constructed at its ultimate part-width standard as an Industrial Collector (78-foot right-of-way) in conjunction with development.

Mitigation Measure D1-27–Polk Street adjacent to the Project site shall be constructed from the north Project boundary to Avenue 66 at its ultimate half-section width as a Major highway (100-foot right-of-way) in conjunction with development.

Mitigation Measure D1-38–Designate "E" Street between "C" Street and Polk Street as a Secondary highway classification.

Mitigation Measure D1-39–Downgrade Avenue 60 between the northwest corner of the Project east to Polk Street to an Industrial Collector and delete as an Arterial highway classification on the Riverside County General Plan Circulation Element to accommodate the planned extension of the runway at Thermal Airport.

Mitigation Measure D1-40–Access to roadways shall be oriented to the appropriate locations shown in Figure V-58, Concept 4 Circulation Recommendations. Precise access locations and the phasing of roadway improvements shall be determined at the plot plan, use permit or tentative tract map level, subject to approval by the Riverside County Transportation Department.

Subsequently, EIR396-A2 was prepared in order to analyze the land use plan modified under SPA2 to reallocated land uses, reflect new planning area boundaries as a result of street realignment, to reclassify specific plan land use designations in order to conform to the Riverside County General Plan land use designations, and add racetrack and racetrack related facilities as allowable uses. These modifications did not result in a change to the overall Project boundary or an increase to the overall intensity of future land uses. EIR396-A2 identified that the Kohl Ranch Specific Plan circulation system was designed to provide direct and convenient access to all portions of the Project site, and to provide efficient connections to major transportation corridors in the Project vicinity such as the new SR-86S Freeway (east of the Whitewater River). The circulation system configuration changed in SPA2 to accommodate a County revision to Avenue 62 and to address changes in planning areas located south of Avenue 64. The Circulation Plan for SPA2 takes into account the planned development at Jacqueline Cochran Regional Airport, the South Valley Implementation Plan, and Riverside County Transportation Department's Circulation and General Plan Amendment.

On-site, Avenue 62 is identified in CVAG's Transportation Project Prioritization Study (TPPS), between Harrison and Polk Street. This is a priority list for transportation projects in the Coachella Valley.

Transportation Uniform Mitigation Fees (TUMF), Measure A, and other funding sources are administered through CVAG to assist local jurisdictions with roadway improvements. Prioritization on the list is based on the following factors: roadway surface condition, system continuity, LOS, and accident rate. The TPPS is typically updated every five years. Avenue 62 is the only roadway on site that appears on the TPPS list.

To reflect changes of SPA2, mitigation measures D1-1, D1-3 through D1-10, D1-12 through D1-17, D1-25, D1-28 through D1-37, and D1-40 through D1-50, no longer remain applicable. Mitigation measures D1-21, D1-24, D1-26, D1-27, D1-38, and D1-39 were revised and MM Trans 1 and MM Trans 2 were added to reflect new mitigation to insure impacts remained less than significant.

Mitigation Measure D1-21(Revised) - To accommodate future bus service on key roadways, transit stops shall be anticipated at the far side of major intersections (see Initial Study EA42375 Figure ~~V-43~~ 15 - Bus Turnout and Stop Locations). Sunline Transit Agency should review transit recommendations in the study area. EIR396 – Figure V-54 shows the recommended bus turnout design features. Pedestrian access to the bus stops shall be provided.

Mitigation Measure D1-24 (Revised) - Access to roadways shall be oriented to the appropriate locations shown on Initial Study EA42375 Figure ~~V-53~~ 14 – Access Points. Precise access locations and the phasing of roadway improvements shall be determined at the plot plan, use permit or tentative tract map level, subject to approval by the Riverside County Transportation Department.

Mitigation Measure D1-26 (Revised)–Avenue 60 adjacent to the Planning Areas A-2, A-4, E-1 and E-2 shall be downsized and constructed at its ultimate part-width standard as an Industrial Collector (78-foot right-of-way) in conjunction with development. The southerly side of Avenue 60 adjacent to Planning Area B-1 shall be constructed at its ultimate part-width standard as an Arterial highway (128-foot right-of-way) in conjunction with development.

Mitigation Measure D1-27 (Revised)–Polk Street adjacent to the project site shall be constructed from the north project boundary to Avenue 66 at its ultimate half-section width as ~~a Major~~ an Arterial highway (~~100~~128-foot right-of-way) in conjunction with development. A Modified Arterial highway (113-foot right-of-way) shall be constructed at the Not-A-Part parcel located in Planning Area J-4 due to the existing sewage pump station.

Mitigation Measure D1-38 (Revised)–Designate "E" Street between ~~"C" Street and Polk Street~~ Avenue 64 and Avenue 66 as a ~~Secondary~~ Major highway (118 foot right-of-way) classification and realign to circulate north and south.

Mitigation Measure D1-39 (Revised)–Downgrade Avenue 60 between the northeast corner of ~~the project east to~~ Planning Area B-1 and Polk Street to an Industrial Collector and delete as an Arterial highway classification on the Riverside County General Plan Circulation Element to accommodate the planned extension of the runway at ~~Thermal~~ Jacqueline Cochran Regional Airport.

Trans MM 1: All roadways shall be constructed per the Riverside County Transportation Department standards and conditions of approval.

The Kohl Ranch will be required to comply with the following conditions of approval. Construction of the following roadways shall conform to Riverside County Standards:

- Construct partial width improvements on the southerly side of Avenue 60 at its ultimate cross-section as an arterial highway (128' right-of-way) adjacent to planning area B-1.
- Construct partial width improvements on the southerly side of Avenue 60 at its ultimate cross-section as an industrial collector street (78' right-of-way) adjacent to planning areas A-2, A-4, E-1 and E-2.
- Construct full width improvements of Avenue 64 at its ultimate cross-section as a major highway (118' right-of-way) between Tyler Street and Polk Street.
- Construct full width improvements of "F" Street at its ultimate cross-section as a collector street (74' right-of-way) between Tyler Street and "E" Street.
- Construct partial width improvements on the northerly side of Avenue 66 at its ultimate cross-section as an urban arterial highway (152' right-of-way) between Tyler Street and Polk Avenue.
- Construct full width improvements of "A" Street at its ultimate cross-section as a collector street (74' right-of-way) adjacent to planning area C-2.
- Construct full width improvements of "B" Street at its ultimate cross-section as a collector street (74' right-of-way) between Avenue 62 and Tyler Street.
- Existing partial width improvements on the easterly side of Tyler Street at its ultimate cross-section as a collector street (74' right-of-way) adjacent to planning area M-4.
- Construct partial width improvements on the easterly side of Tyler Street at its ultimate cross-section as a modified secondary highway (94' right-of-way) adjacent to planning areas I-1, I-2, I-4 and M-2.
- Construct partial width improvements on the easterly side of Tyler Street at its ultimate cross-section as a secondary highway (100' right-of-way) adjacent to planning areas G-7 and G-9.
- Construct full width improvements of Tyler Street at its ultimate cross-section as an arterial highway (128' right-of-way) between Avenue 62 and Avenue 60.
- Construct full width improvements of "C" Street at its ultimate cross-section as a secondary highway (100' right-of-way) between Avenue 64 and Avenue 62.
- Construct full width improvements of "D" Street at its ultimate cross-section as a collector street (74' right-of-way) between Polk Street and Avenue 62.
- Construct full width improvements of "E" Street at its ultimate cross-section as a major highway (118' right-of-way) between Avenue 66 and Avenue 64.
- Construct partial width improvements on the westerly side of Polk Street at its ultimate cross-section as an arterial highway (128' right-of-way) adjacent to planning areas E-2, F-3, H-6, H-10, J-7, J-8, L-2, and L-3.
- Construct partial width improvements on the westerly side of Polk Street at its ultimate cross-section as a modified arterial highway (114' right-of-way) adjacent to "NOT A PART" area located between Avenue 64 and Avenue 66 on Polk Street.

Improvements to intersections include the following (Webb 2010d):

- The intersection of "B" Street (NS) and Tyler Street (EW) shall be improved to provide the following geometrics:
  Northbound: One left-turn lane, one right-turn lane.

Eastbound: One shared through and right-turn lane.
Westbound: One left-turn lane, one through lane.
Control: Traffic signal.

- The intersection of "A" Street (NS) and Avenue 62 (EW) shall be improved to provide the following geometrics:
  Southbound: One shared left-turn lane and right-turn lane.
  Eastbound: One left-turn lane, one through lane.
  Westbound: One shared through and right-turn lane.
  Control: Traffic signal.

- The intersection of "B" Street (NS) and Avenue 62 (EW) shall be improved to provide the following geometrics:
  Southbound: One left-turn lane, one right-turn lane.
  Eastbound: One left-turn lane, one through lane.
  Westbound: One through lane, one right-turn lane.
  Control: Traffic signal.

- The intersection of Tyler Street (NS) and Avenue 62 (EW) shall be improved to provide the following geometrics:
  Northbound: One left-turn lane, two through lanes, one right-turn lane.
  Southbound: One left-turn lane, two through lanes, one right-turn lane.
  Eastbound: One left-turn lane, two through lanes, one right-turn lane with overlap phasing.
  Westbound: One left-turn lane, two through lanes, one right-turn lane with overlap phasing.
  Control: Traffic signal.

- The intersection of "C" Street (NS) and Avenue 62 (EW) shall be improved to provide the following geometrics:
  Northbound: One left-turn lane, one shared through and right-turn lane.
  Southbound: One left-turn lane, one shared through and right-turn lane.
  Eastbound: One left-turn lane, two through lanes, one right-turn lane.
  Westbound: One left-turn lane, two through lanes, one right-turn lane.
  Control: Traffic signal.

- The intersection of "D" Street (NS) and Avenue 62 (EW) shall be improved to provide the following geometrics:
  Northbound: One left-turn lane, one shared through and right-turn lane.
  Southbound: One left-turn lane, one shared through and right-turn lane.
  Eastbound: One left turn lane, two through lanes, one right-turn lane.
  Westbound: One left-turn lane, two through lanes, one right-turn lane.
  Control: Traffic signal.
- The intersection of Polk Street (NS) and Avenue 62 (EW) shall be improved to provide the following geometrics:
  Northbound: One left-turn lane, two through lanes, one right-turn lane.
  Southbound: One left-turn lane, two through lanes, one right-turn lane with overlap phasing.
  Eastbound: One left-turn lane, two through lanes, one right-turn lane.

Westbound: One left-turn lane, two through lanes, one right-turn lane.
Control: Traffic signal.

- The intersection of Polk Street (NS) and "D" Street (EW) shall be improved to provide the following geometrics:
  Northbound: One left-turn lane, one through lane.
  Southbound: One shared through and right-turn lane.
  Eastbound: One left-turn lane, one right-turn lane.
  Control: Traffic signal.

- The intersection of Tyler Street (NS) and Avenue 64 (EW) shall be improved to provide the following geometrics:
  Northbound: One shared through and right-turn lane.
  Southbound: One left-turn lane, one through lane.
  Westbound: One left-turn lane, one right-turn lane.
  Control: Traffic signal.

- The intersection of "C" Street (NS) and Avenue 64 (EW) shall be improved to provide the following geometrics:
  Southbound: One shared left-turn lane and right-turn lane.
  Eastbound: One shared left-turn lane and through lane.
  Westbound: One shared through and right-turn lane.
  Control: One-way stop controlled (southbound).

- The intersection of "E" Street (NS) and Avenue 64 (EW) shall be improved to provide the following geometrics:
  Northbound: One left-turn lane, one shared through and right-turn lane.
  Southbound: One left-turn lane, one shared through and right-turn lane.
  Eastbound: One left-turn lane, one shared through and right-turn lane.
  Westbound: One left-turn lane, one shared through and right-turn lane.
  Control: Traffic signal.

- The intersection of Polk Street (NS) and Avenue 64 (EW) shall be improved to provide the following geometrics:
  Northbound: One left-turn lane, one through lane.
  Southbound: One shared through and right-turn lane.
  Eastbound: One left-turn lane, one right-turn lane.
  Control: Traffic signal.

- The intersection of Tyler Street (NS) and "F" Street (EW) shall be improved to provide the following geometrics:
  Northbound: One shared through and right-turn lane.
  Southbound: One left-turn lane, one through lane.
  Westbound: One left-turn lane, one right-turn lane.
  Control: Traffic signal.

- The intersection of "E" Street (NS) and Avenue 66 (EW) shall be improved to provide the following geometrics:
  Southbound: One left-turn lane, one right-turn lane.
  Eastbound: One left-turn lane, one through lane.
  Westbound: One shared through and right-turn lane.
  Control: Traffic signal.

- The intersection of Polk Street (NS) and Avenue 66 (EW) shall be improved to provide the following geometrics:
  Northbound: One left-turn lane, one shared through and right-turn lane.
  Southbound: One left-turn lane, one shared through and right-turn lane.
  Eastbound: One left-turn lane, one shared through and right-turn lane.
  Westbound: One left-turn lane, one shared through and right-turn lane.
  Control: Traffic signal.

Safety and operational Conditions of Approval for the proposed project include:

- Sight distance at the project entrance roadway should be reviewed with respect to standard County of Riverside sight distance standards at the time of preparation of final grading, landscape and street improvement plans.
- Participate in the phased construction of off-site traffic signals through payment of Project's fair share of traffic signal mitigation fees.
- Signing/striping should be implemented in conjunction with detailed construction plans for the project site.

MM Trans 2: The intersection of Polk Street at Airport Boulevard shall convert the shared northbound turning lane into one northbound left-turn lane and one northbound right-turn lane.

Discussion of the Modified Project: The Modified Project does not include any revisions to the Circulation Plan approved for SPA2 and analyzed in approved EIR396-A2. The Modified Project will, however, move the existing access point into Planning Area A-6 at Tyler Street at the northern boundary of the Planning Area south and change from full access to restricted access as identified in **Figure 7, Access Points**. The Project will also eliminate all access into the racetrack from Tower Drive. Tower Drive will remain only to provide the full access into Planning Area A-5 (Planning Area A-5 is not proposed for modification by this Project) and in the interim until such time access is provided to TTC through Planning Area A-6. These proposed changes to access points will be subject to approval by the Riverside County Transportation Department. All other access points will remain as approved in SPA2.

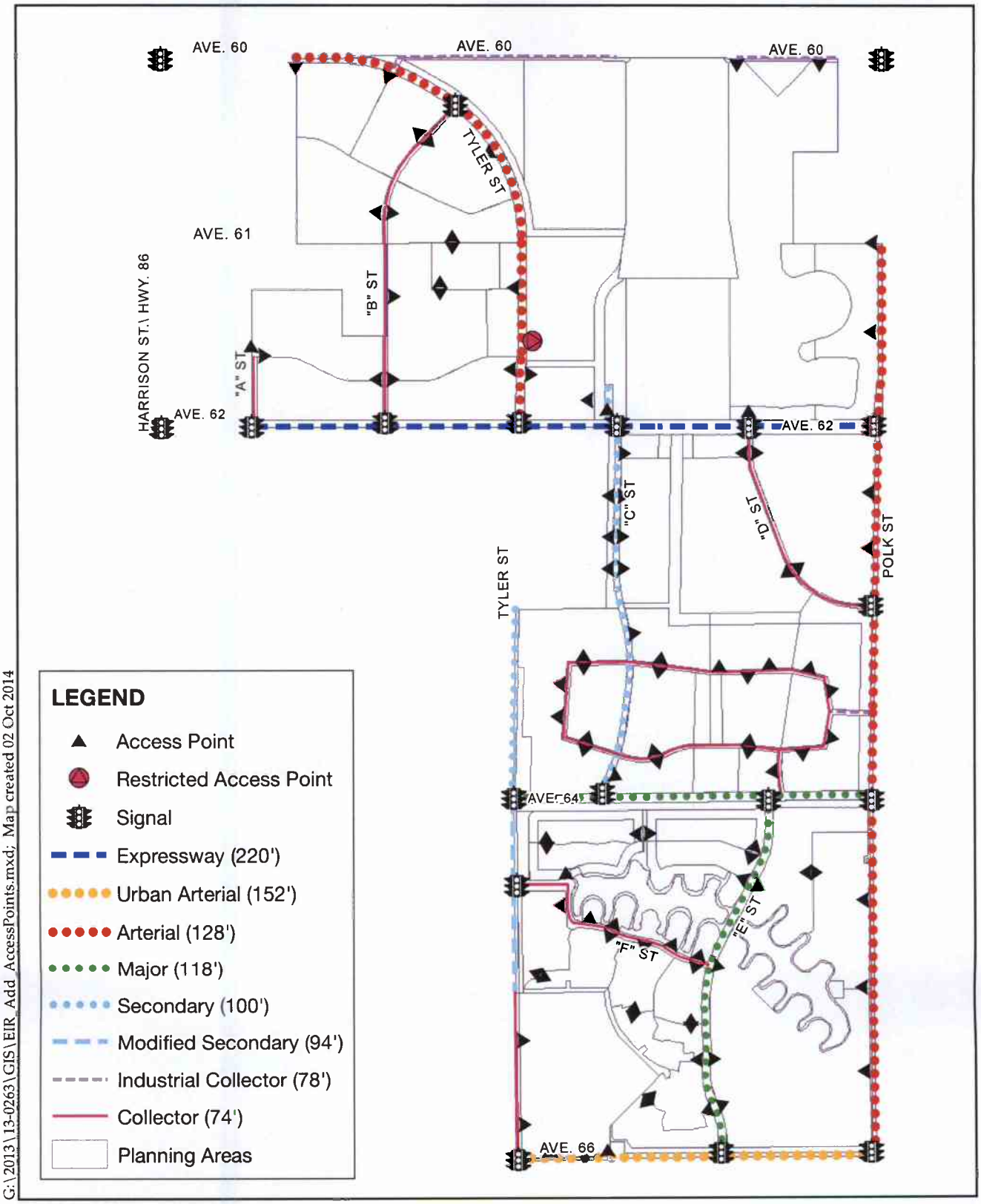
Albert A. WEBB Associates prepared *The Kohl Ranch Specific Plan Traffic Analysis Addendum* on September 18, 2014 (Webb-C). The following is a summary of the results.

The Modified Project area results in 8,577 daily trips as identified in **Table K, TTC Motorsports Park Trip Generation**.

As reflected in **Table L, Approved SPA2 Land Uses – Trip Generation** and **Table M, Modified Project Trip Generation**, the existing land use plan results in 78,075 daily trips, while the Modified Project will result in 77,305 daily trips. Thus, as a result of the changes in the Specific Plan proposed by this Project, the overall daily trip generation for the Specific Plan will decrease by approximately 1 percent. The Project will also result in an approximately 18 percent decrease in the AM peak hour and an

approximately 3 percent decrease in the PM peak hour when compared to the land uses currently approved by SPA2. It should be noted that the Specific Plan maintains the same overall trip distribution as was presented in the original traffic study for EIR396 and results in 32,695 few daily trips that previously analyzed.

While not proposed as part of the Modified Project, SPA3 would allow for the future ability of resort hotel uses for Planning Areas A-6 and E-6. To ensure for ability of this potential future use to develop, daily trips also reflect assumptions for such facilities up to 10,000 square feet each within these planning areas with up to 16 units.



Source: Kohl Ranch SPA No. 303, Amendment No. 3

0 1,000 2,000 3,000 Feet

Figure 7 - Access Points

The Kohl Ranch Specific Plan No. 303, Amendment No. 3

ALBERT A. WEBB ASSOCIATES