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INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000–21177), this Initial Study has been prepared to determine potentially significant impacts upon the environment resulting from the entitlement applications discussed below (hereinafter collectively referred to as “the Proposed Project”). In accordance with Section 15063 of the State *CEQA Guidelines*, this Initial Study is a preliminary analysis prepared by the County of Riverside (“County”) as Lead Agency, in consultation with other jurisdictional agencies, to inform the County decision makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

Organization of the Initial Study

The Initial Study is organized as follows:

- **Introduction**, which provides the context for the review along with applicable citation pursuant to CEQA and the State *CEQA Guidelines*
- **County of Riverside Environmental Assessment Form: Initial Study**, which provides the Proposed Project Description, a brief discussion of the existing environmental setting, a discussion of the relationship of the Proposed Project to the *Riverside County General Plan*, and an environmental impact assessment consisting of an environmental checklist and accompanying analysis for responding to checklist
- **References**, which includes a list of reference sources
- **List of Initial Study Preparers**, which identifies those responsible for preparation of this Initial Study and other parties contacted during the preparation of the Initial Study
- **Acronyms and Abbreviations**, which contains a list of the acronyms and abbreviations used in the Initial Study

Environmental Process

The environmental process being undertaken as part of the Proposed Project began with the initial project and environmental research. The Initial Study and updated technical studies document that an Addendum to EIR No. 396 will be prepared, which does not require a public review period. If the Board of Supervisors determines that the Proposed Project will have no significant long-term, immitigable environmental effects, an Addendum will be incorporated into the file for the Proposed Project.

Incorporation by Reference

Pertinent documents relating to this Initial Study have been cited and incorporated, in accordance with Sections 15148 and 15150 of the State *CEQA Guidelines*, to eliminate the need for inclusion of large planning documents within the Initial Study. Of particular relevance are those previous studies that present information regarding description of the environmental setting, future development-related growth, and cumulative impacts. The following documents are hereby identified as being incorporated by reference:

- *Riverside County General Plan*, adopted October 2003, amended through March 11, 2014
- *Riverside County Integrated Project, General Plan Final Program Environmental Impact Report (SCH No. 20020511430)*, certified October 2003
- *The Kohl Ranch Specific Plan No. 303 & EIR No. 396 (SCH No. 1994112032)*, certified November 16, 1999
- *The Kohl Ranch Specific Plan No. 303 Amendment No. 1 & EIR No. 396 Addendum No. 1*, approved January 28, 2003

- *The Kohl Ranch Specific Plan No. 303 Amendment No. 2 & EIR No. 396 Addendum No. 2, approved June 7, 2011*
- *The Kohl Ranch Specific EIR No. 396 Addendum No. 3, approved April 1, 2014*



COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY Attachment to EAXXXXX

Environmental Assessment (E.A.) Number: EAxxxxx

Project Case Type (s) and Number(s):

Fast Track (FTA-2011-11)

Plot Plan (PP25677)

Tentative Parcel Map 36735 (PM36735)

Lead Agency Name: County of Riverside Planning Department

Address: 4800 Lemon Street, 12th Floor, Riverside CA 92501

Contact Person: Matt Straite

Telephone Number: (951) 955-8631

Applicant's Name: Thermal Operating Company, LLC

Applicant's Address: 1983 W. 190th Street, Suite 100
Torrance, CA 90504

I. PROJECT INFORMATION

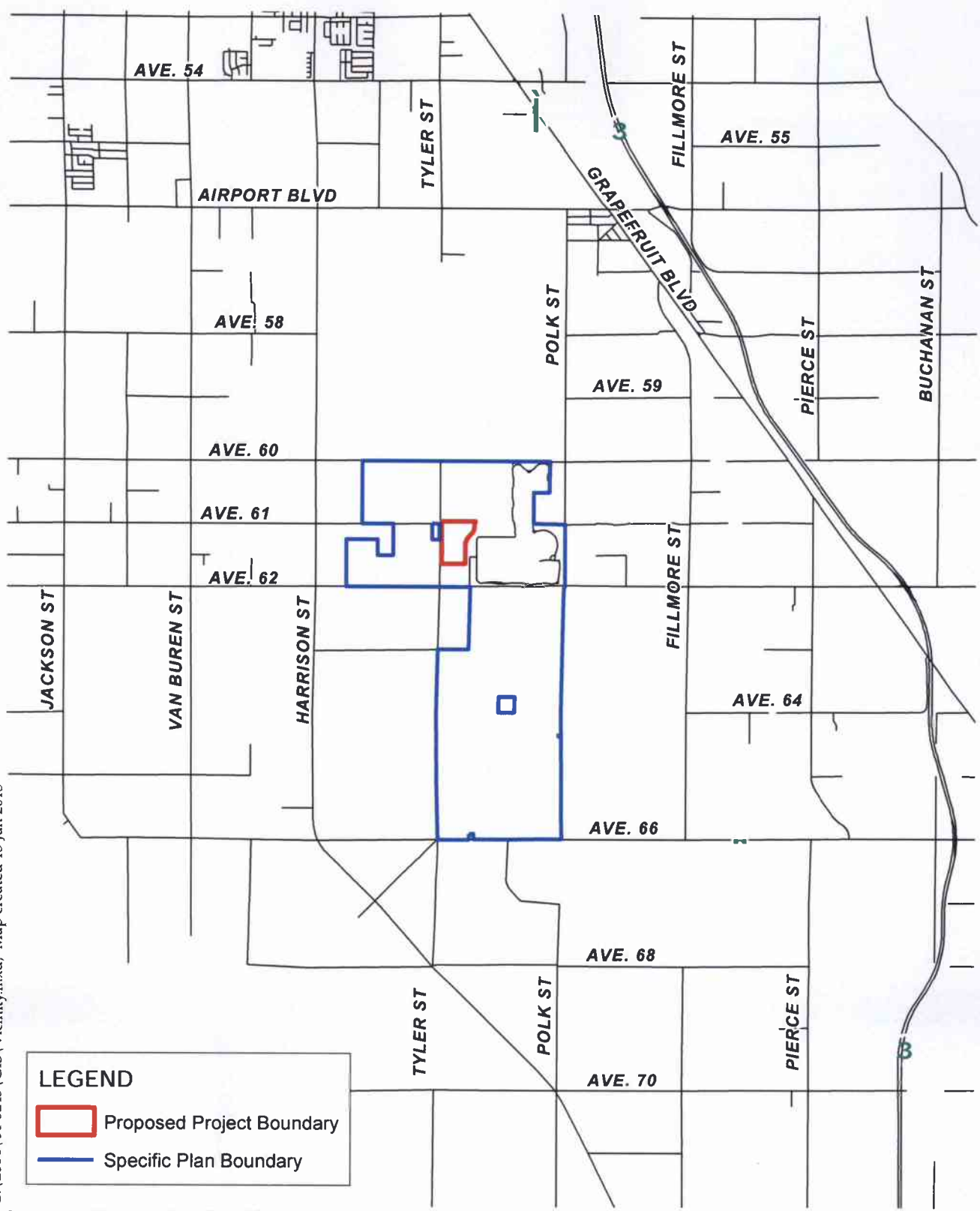
A. Project Description

1. Project Background


The Proposed Project is located within The Kohl Ranch Specific Plan No. 303 (Specific Plan), which is located in the Coachella Valley portion of Riverside County just south of Jacqueline Cochran Regional Airport and is roughly east of Harrison Street/Highway 86, and west of Highway 111 as reflected in **Figure 1, Vicinity Map** and **Figure 2, Aerial Map**. The Kohl Ranch Specific Plan is bounded by Avenue 60 on the north, Polk Street on the east, Avenue 66 on the south, and approximately 3,900 feet west of Tyler Street to the west. Since adoption of the Specific Plan in 1999, it has undergone two amendments. The Kohl Ranch Specific Plan No. 303, Amendment No. 2 (SPA2) is the latest revision which pertains to the Proposed Project and consists of a balanced array of land uses including residential, business, commercial, industrial, open space/recreation, and public facilities. SPA2 also allows for the development of large-scale recreational uses including a motorsports race track and related uses north of Avenue 62.


In conjunction with SPA2, Plot Plan 24690 (PP24690) was approved for the Thermal Club Motorsports Park (TTC); a proposed motorsports park development to be constructed under the Kohl Ranch Specific Plan. This plot plan included approval of a public kart racing track for development in planning area A-6 of SPA2. In September 2014, an approximately one mile driving instruction track with an approximately 49,087 square foot skid pad was found to be substantially consistent with PP24690 (PP24690SC2). A grading permit was subsequently approved grading of track area took place.

G:\2014\14-0245\GIS\Vicinity.mxd; Map created 13 Jan 2015



LEGEND

 Proposed Project Boundary

 Specific Plan Boundary

Source: Kohl Ranch SPA No. 303,
Amendment No. 3; Riverside Co. GIS, 2014

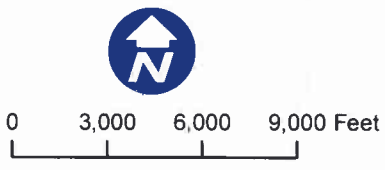
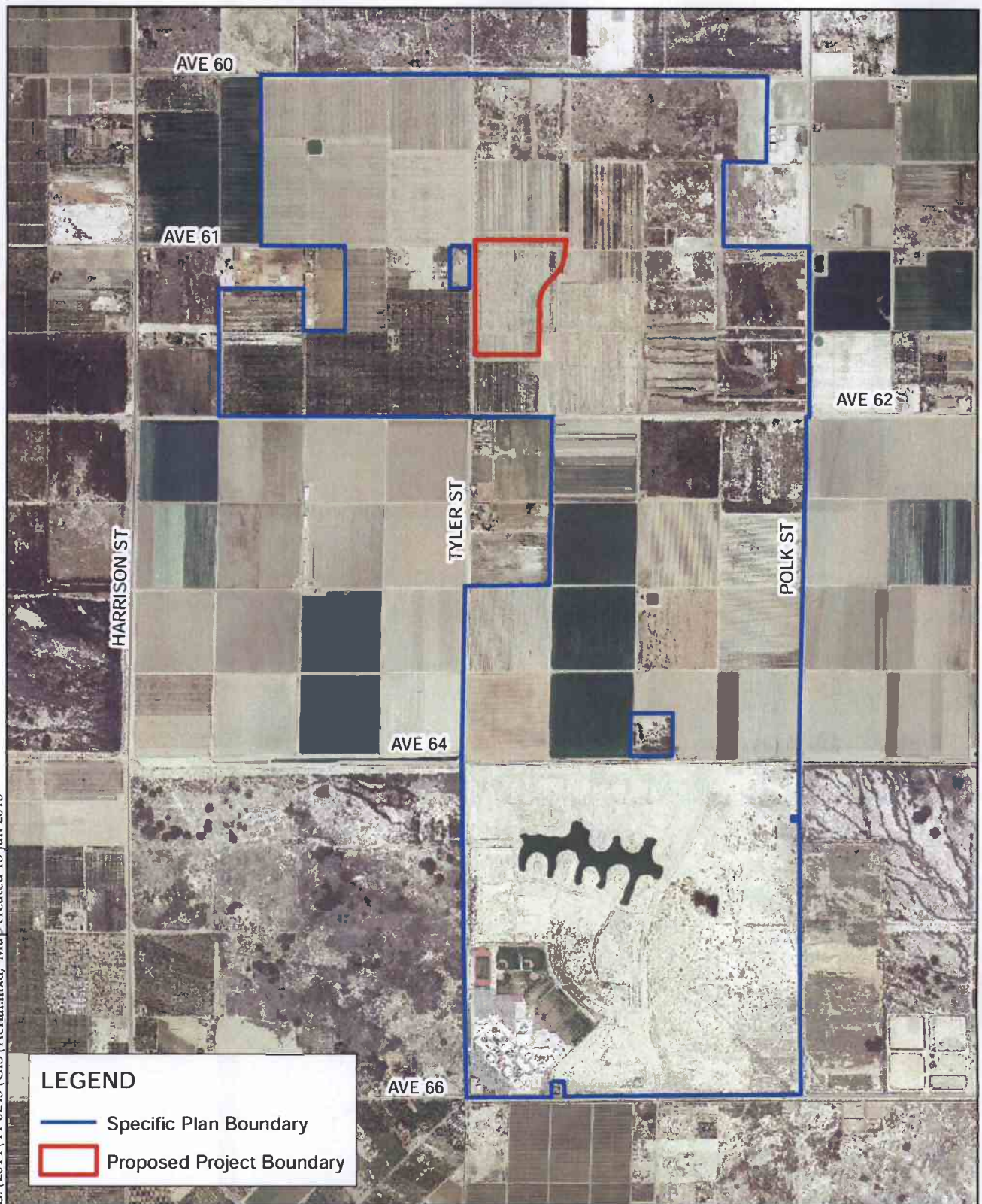


Figure 1 - Vicinity Map
Plot Plan No. 25677 and Tentative Parcel Map No. 36735



G:\2014\14-0245\GIS\Aerial.mxd: Map created 13 Jan 2015



Source: Kohl Ranch SPA No. 303,
Amendment No. 3; Eagle Aerial, 2012.

Figure 2 - Aerial Photograph
Plot Plan No. 25677 and Tentative Parcel Map No. 36735



ALBERT A.
WEBB
ASSOCIATES

Previously Approved Related Items

- **Environmental Impact Report No. 396 (SCH No. 1994112032)**
Environmental Impact Report No. 396 (EIR396) was prepared for The Kohl Ranch Specific Plan No. 303 (SP), certified by the County of Riverside November 16, 1999
- **Environmental Impact Report No. 396, Addendum No. 1**
Environmental Impact Report No. 396, Addendum No. 1 (EIR396-A1) was prepared for The Kohl Ranch Specific Plan No. 303, Amendment No. 1 (SPA1), approved by the County of Riverside January 28, 2003
- **Environmental Impact Report No. 396, Addendum No. 2**
Environmental Impact Report No. 396, Addendum No. 2 (EIR396-A2) was prepared for The Kohl Ranch Specific Plan No. 303, Amendment No. 2 (SPA2), approved by the County of Riverside June 7, 2011. In addition, Plot Plan 24690, Tentative Parcel Map 36315, and Tentative Parcel Map 36293 for the Thermal Racetrack were also approved by the County of Riverside June 7, 2011.
- **Environmental Impact Report No. 396, Addendum No. 3**
Environmental Impact Report No. 396, Addendum No. 3 (EIR396-A3) was prepared for Plot Plan 24690 Revised Permit No. 1 (PP24690R1) and Tentative Parcel Map 36293, Minor Change No. 1 (PM36293M1), approved by the County of Riverside April 1, 2014.
- **Environmental Impact Report No. 396, Addendum No. 5**
Environmental Impact Report No. 396, Addendum No. 5 (EIR396-A5) was prepared for Specific Plan Amendment No. 303, Amendment No. 3 (SP00303A3), Change of Zone (CZ07852), and Noise Exemption (NE06), approved by the County of Riverside March 24, 2015. Tentative Tract Map (TR36851) included with EIR396-A5 analysis but was subsequently pulled for separate approval. Approval of TR36851 is still pending.

For the purpose of the following analysis, EIR396, EIR396-A1, EIR396-A2, and EIR396-A3 are jointly referred to as the "Previously Approved Project" or "Previous CEQA Documents."

Pending Applications

It was anticipated that the Kohl Ranch Specific Plan Amendment No. 3 (SPA3)'s proposal to change the land uses in Planning Areas A-6, A-8 and E-2 to Mixed Use (as identified in SPA2) , would receive approval after the proposed Project. Under SPA3, the designation of Planning Area A-6 changed to Mixed Use. The permitted land uses in this Planning Area remain unchanged and allow for the used intended by the proposed Project. As described in greater detail below, TPM36735 and PP25677 are located in Planning Area A-6 of SPA2 and now SPA3. Since TPM36735 and PP25677 anticipated approval before SPA3, the proposed Project the following analysis refers to SPA2. Since uses allowable in Planning Area A-6 remain similar to those approved under SPA3, the analysis below remains applicable.

2. Proposed Project

The proposed Project involves Planning Area A-6 of SPA2 and includes a plot plan and tentative parcel map. Tentative Parcel Map No. 36735 (TPM36735) will subdivide Planning Area A-6 into 13 lots. Plot Plan No. 25677 (PP25677) proposes to develop a two-story, 8,850 square foot visitor conference and driving instruction building, a 2,000 square foot grounds maintenance shade structure, a 2,400 square foot shade structure to be utilized as BMW staging area, an 800 square foot guardhouse that will be utilized as a manned and gated control point for security and track safety, a 740 square foot grounds maintenance building to be utilized by grounds maintenance personnel, a 2,800 square foot BMW maintenance building to be utilized as a two bay maintenance building with interior spray manual car wash, and retention basin on the northernmost 37 acres of Planning Area A-6 as depicted on **Figure 3, Plot Plan**. PP25677 allows for structures associated with the driver instruction track, found to be in substantial conformance, to be leased and operated as a BMW Performance Driving School.. The site will be landscaped and will include a 10-foot high sound wall that will be constructed along

the northern and southern boundary of the site, and a combination 4-foot high berm and 8-foot high sound that will be constructed at the western boundary of the site. These proposals are hereinafter referred to as "the Proposed Project."

Facilities and Operation

The proposed BMW Performance Driving School would teach driving skills and include a driver-training track approximately one mile in length and a skid pad for training of accident avoidance and steering control. The driving school would accommodate up to 42 participants per session and is assumed to have a maximum of 10 vehicles active in the area at one time. As a member of the Thermal Club, the BMW Performance Driving Facilities would not be open directly to the public. Vehicles utilized would be street legal with no performance modifications. The visitors conference building would be a two-level structure with exterior cladding and architecture built to BMW's corporate identity requirements utilized for marketing, lounge, boutique, office and dining spaces.

The operational plan is to run driver instruction programs twice daily for small groups of students. The proposed BMW Performance Driving School would offer a number of driver training programs including Driver's Program, Teen School, and the Ultimate M School experience. School activities would begin in spring of 2015 to occur within already constructed areas of TTC Motorsports Park development, with the anticipation of a dedicated driving campus to be completed in 2015.

Staffing

The staffing plan includes approximately 6 driving instructors, 3 reception and coordination staff members, 1 manager, 5 service personnel, 1 housekeeping and 2 maintenance personnel.

3. Project Applications

The Proposed Project identified within the analysis of Environmental Impact Report No. 396, Addendum No. 5 (EIR396-A5) is a proposal to develop Planning Area A-6 with a driver instructor school and driver training track and subdivide Planning Area A-6 of SPA2, consisting of the following applications:

Project Applications

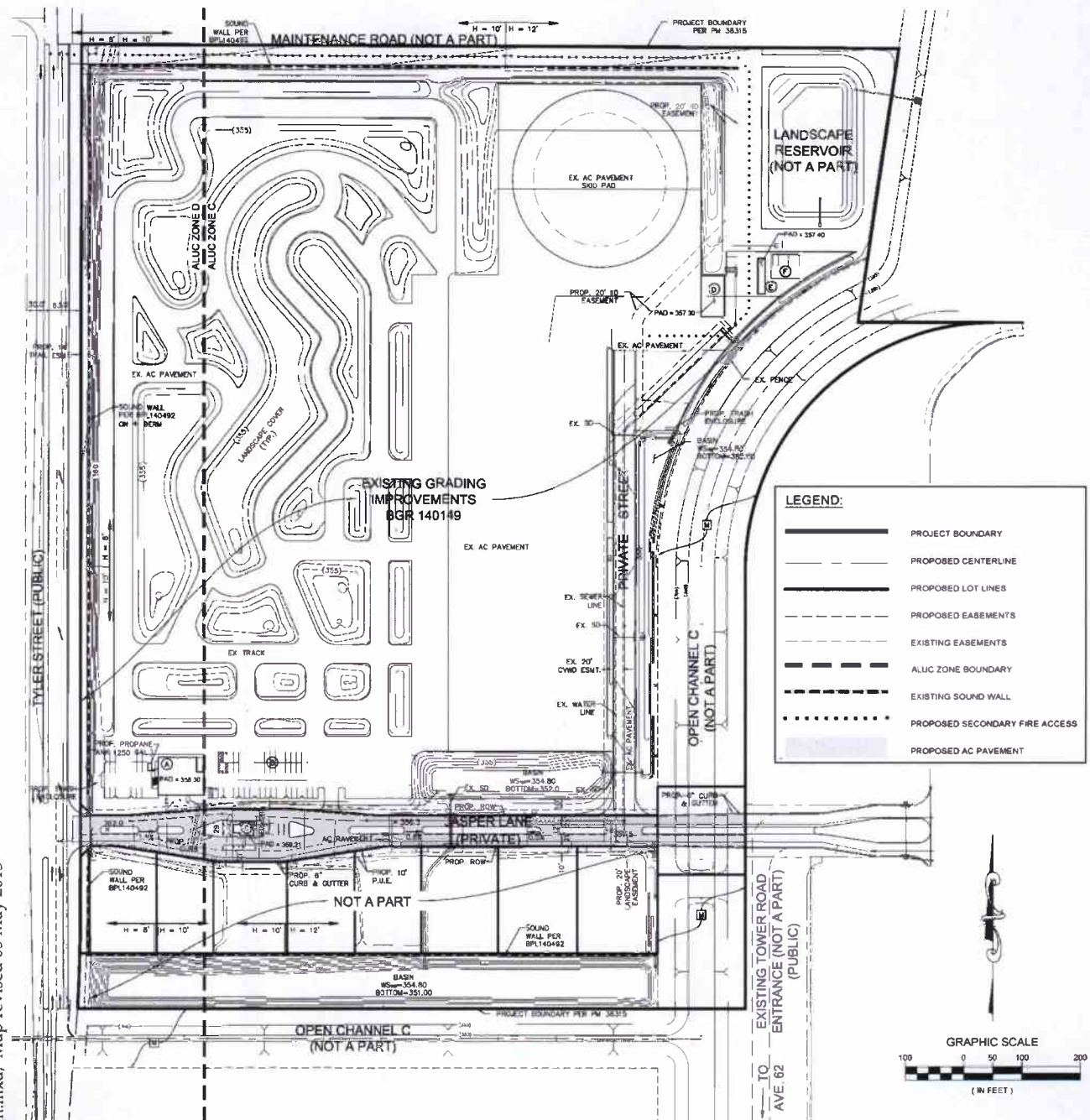
Plot Plan (Case No. 25677)

Proposal to develop approximately 37 acres located in Planning Area A-6 of SPA2 into a private driver instructor school consisting of a two story, 8,850 square foot visitor conference and driving instruction building, a 2,000 square foot grounds maintenance shade structure, a 2,400 square foot shade structure to be utilized as BMW staging area, an 800 square foot guardhouse that will be utilized as a manned and gated control point for security and track safety, a 740 square foot grounds maintenance building to be utilized by grounds maintenance personnel, a 2,800 square foot BMW maintenance building to be utilized as a two bay maintenance building with interior spray manual car wash, and retention basin.

Tentative Parcel Map (Case No. PM36735)

Proposes to subdivide approximately 46 acres consisting of SPA2 planning area A-6 into 13 parcels. The parcels consist of 9 individual numbered lots (minimum size 15,595 square feet) and four letter lots: Lot A: private street, Lot B: CVWD drainage easement, Lot C: retention basin and Lot D: right-a-way (abutting east side of Tyler Street). Plot Plan 25677 proposes development on the northern 38 acres of Planning Area A-6. While tentative parcel map will subdivide the entire Planning Area A-6 consisting of 46 acres, there is no development application proposed at this time for the remaining acreage of 9 acres in the southern portion the planning area. This will come forth through future development application(s).

G:\2014\14-0245\GIS\Plot_plan.mxd: Map revised 05 May 2015



Source: RCE Consultants, March 2015.



BUILDING LEGEND AND DATA				
	BUILDING NAME	SIZE (SQ. FT.)	CONSTRUCTION TYPE	OCCUPANCY
(A)	BMW OPERATIONS BUILDING	8,850	V-B	A
(B)	SHADE STRUCTURE	7,200	V-A	U
(C)	GUARDHOUSE	800	V-B	B
(D)	BMW MAINTENANCE BUILDING	2,800	V-B	B-B
(E)	THERMAL GROUNDS MAINTENANCE OFFICE	740	V-B	B
(F)	SHADE STRUCTURE	2,000	V-A	U
				USES
				VISITOR CONFERENCE AND DRIVING INSTRUCTION BUILDING, INCLUDES DISPLAY AREAS, MULTI-PURPOSE MEETING SPACE, KITCHEN AND DINING AREA
				BMW STAGING AREA VEHICLE SHADE STRUCTURE
				MANNED GATED CONTROL POINT FOR SECURITY AND TRACK SAFETY
				TWO BAY VEHICLE MAINTENANCE BUILDING WITH INTERIOR CAR WASH
				MAINTENANCE OFFICE
				THERMAL CLUB GROUNDS MAINTENANCE VEHICLE SHADE STRUCTURE

Figure 3 - Plot Plan
Plot Plan No. 25677 and Tentative Parcel Map No. 36735

B. Type of Project

Site Specific ☒; Countywide ☐; Community ☐; Policy ☐.

C. Total Project Area

The Project site encompasses approximately 54 acres.

Residential Acres: n/a	Lots: n/a	Units: n/a	Project No. of Residents: n/a
Commercial Acres: n/a	Lots: n/a	Sq. Ft. of Building Area n/a	Est. No. of Employees n/a
Industrial Acres: 38	Lots: n/a	Sq. Ft. of Building Area 17,590	Est. No. of Employees 18
Other:	Lots: n/a	Sq. Ft. of Bldg Area	Est. No. of Employee

D. Assessor's Parcel No(s)

759-180-004

E. Street References

The Proposed Project is located on the north corner of Avenue 62, west of Tyler Street and south of Avenue 60.

F. Section, Township & Range Description

Section 33, Township 6 South, Range 8 East, San Bernardino Baseline and Meridian as reflected in **Figure 4, USGS Topographic Map.**

G. Brief Description of the Existing Environmental Setting of the Project site and its Surroundings**Kohl Ranch Specific Plan Boundary**

As reflected in Figure 2 above, the majority of the Kohl Ranch Specific Plan site is in agricultural use or vacant, although a portion in the southern section is developed with three schools and a future on-site subdivision at the southeast corner of Avenue 64 and Tyler Street has been graded. Existing man-made features include the Avenue 64 Evacuation Channel which flows west to east through the Specific Plan boundary, and structures associated with current and past farming activities, including the Kohl Ranch headquarters and an abandoned feed lot. Some limited residential uses occur along the specific plan periphery and Avenue 61. Adjacent, off site land uses include vacant land, farms and related uses, a former sludge processing operation, residences and the Jacqueline Cochran Regional Airport. The Torres Martinez Indian Reservation abuts the southern portion of the Specific Plan area on the west, south and east. These Native American lands are held in individual and tribal ownership. The specific plan site is relatively flat with elevations ranging from approximately 125 feet below mean sea level (AMSL) to approximately 164 feet below mean sea level.

Proposed Project Site

The Proposed Project with respect to existing conditions, the following improvements have been completed:

- Planning Areas A-6 has been rough graded for a one mile driver instruction track.
- Construction of a 150-foot by 250-foot reservoir on 2 acres located in northeast corner of SPA2 Planning Area A-6 that includes a bird screen to prevent a congregation of birds.

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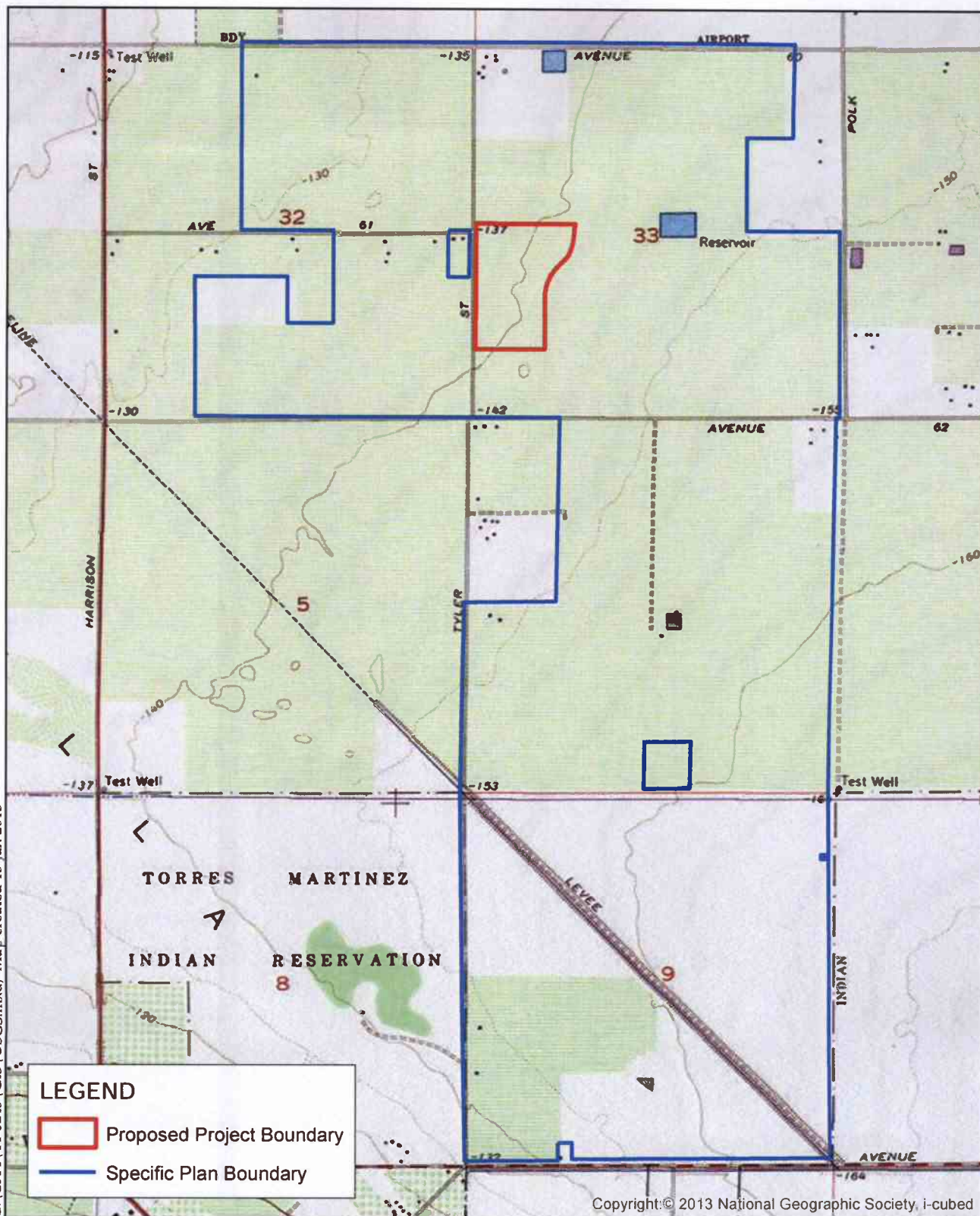
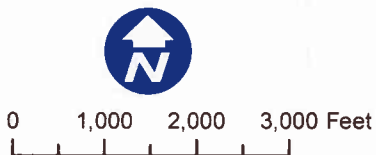


Figure 4 - USGS Topo Map
Plot Plan No. 25677 and Tentative Parcel Map No. 36735



II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The Proposed Project site is designated Heavy Industrial (HI) as reflected on the Kohl Ranch Specific Plan (SPA2) Land Use Plan. SPA2 allows for the development of large scale recreational uses including a motorsports race track and related facilities north of Avenue 62. No land use changes are proposed as a part of the Proposed Project. The Proposed Project would be consistent with all applicable conditions of approval, development standards and design guidelines of SPA2 and would facilitate implementation of the approved Specific Plan. The proposed Project would not conflict with any General Plan Land Use policies.
2. **Circulation:** No circulation changes are proposed from what was previously approved for SP303A2. The Proposed Project will be consistent with all applicable conditions of approval, development standards and design guidelines for SP303A2 and will not conflict with any General Plan Circulation Element policies. .
3. **Multipurpose Open Space:** The Proposed Project is will not conflict with areas identified for conservation, preservation, or reservation within the Multipurpose Open Space Element. The Proposed Project is located within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) but is not located within any CVMSHCP conservation area. The Proposed Project is consistent with the SP303A2 Land Use Plan and with all applicable conditions of approval, development standards and design guidelines. The Proposed Project will not conflict with any General Plan Multipurpose Open Space policies. :
4. **Safety:** The Proposed Project site is not located within a Fault Zone but is within a ground shaking zone, an active subsidence zone and has a high potential for liquefaction. In addition, it is located within the Jacqueline Cochran Regional Airport Influence Policy Area. The Propped Project is not located within a 100-year flood plain, dam inundation area or area drainage plan. The Proposed Project is located in an area considered to be at very low susceptibility for wildfire. The land uses proposed by the Proposed Project do allow for future structures that will be occupied by humans. Those structures will be required to comply with all applicable local and state regulations including the California Building Code to ensure the health and safety of future occupants.

There are no known hazardous waste sites in the area but the uses proposed within the Proposed Project site and other sites within the vicinity that handle hazardous materials will be required to comply with all applicable state and local laws concerning the handling, storage and disposal of hazardous wastes. As the Proposed Project lies directly south of the Jacqueline Cochran Regional Airport, it is within the influence area. As the proposed Project was found to be consistent with the Jacqueline Cochran Regional Airport December 11, 2014, the proposed Project is consistent with the General Plan.

5. **Noise:** Noise impacts from the Project will be generated during construction, from future on-site activities, and from future Project specific traffic increases that will occur as a result of the Project. During the lifetime of the Project, noise impacts to the Project site will be generated from vehicular-sourced noise from nearby roadways. However, with adherence to the recommendations that are contained in the Noise Assessment that was prepared for the Project (Appendix B) the Project would not conflict with any General Plan Noise Element policies.
6. **Housing:** Implementation of the Proposed Project does not entail the displacement of significant numbers of existing housing nor does it create a need for new housing; thus, the Proposed Project will not conflict with General Plan Housing Element policies.

- 7. Air Quality:** The Proposed Project includes site preparation and construction-related activities. The Proposed Project will comply with all applicable regulatory requirements to control fugitive dust during construction and grading activities and will not conflict with policies in the General Plan Air Quality Element.

B. General Plan Area Plan(s)

The Proposed Project site is located within the Eastern Coachella Valley Area Plan (ECVAP).

C. Foundation Component(s)

The Proposed Project site is located within the Community Development Foundation Component.

D. Land Use Designation(s)

The Proposed Project site's current land use designation Heavy Industrial (HI).

E. Overlay(s), if any

The Proposed Project is not in a General Plan Policy Overlay or Zoning Overlay Area, including the Community Development Overlay.

F. Policy Area(s), if any

N/A

G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any

Item	Direction	Designation
Area Plans	North	Eastern Coachella Valley Area Plan, County of Riverside
	East	Eastern Coachella Valley Area Plan, County of Riverside
	South	Eastern Coachella Valley Area Plan, County of Riverside
	West	Eastern Coachella Valley Area Plan, County of Riverside
Foundation Components	North	Community Development
	East	Community Development
	South	Community Development
	West	Community Development
Land Use Designations	North	Open Space (OS), Heavy Industrial (HI)
	East	Open Space (OS)
	South	Open Space (OS), Commercial Retail (CR)
	West	Open Space (OS), Medium High Density Residential (MHDR), Very High Density Residential (VHDR).
Overlays	There are no zoning or General Plan policy overlays in the vicinity of the Proposed Project site.	
Policy Areas	There are no Policy Areas in the vicinity of the Proposed Project site.	

H. Adopted Specific Plan Information**1. Name and Number of Specific Plan, if any**

The Kohl Ranch Specific Plan No. 303, Amendment No. 2

2. Specific Plan Planning Area, and Policies, if any

Planning Area A-6

I. Existing Zoning

Specific Plan (SP) - Kohl Ranch Specific Plan No. 303, Amendment No. 2

J. Proposed Zoning, if any

No zone change proposed

K. Adjacent and Surrounding Zoning

North:	Specific Plan Zone (SP Zone)
East:	Specific Plan Zone (SP Zone)
South:	Specific Plan Zone (SP Zone)
West:	Specific Plan Zone (SP Zone)

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (X) were identified in EIR No. 396 and/or by current Proposed Project proposals as being potentially affected by this Proposed Project, involving at least one impact that is a, "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated," as indicated by the checklist on the following pages. The boxes marked with a green "X" were found to be consistent with EIR No. 396 with only the mitigation measures previously required in the original EIR. Boxes marked with a red "X" include new or updated mitigation measures.

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

- ☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
- ☒ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

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

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

Signature

Matt Straite

Planner

Riverside County Planning Department

Date

V. ENVIRONMENTAL ISSUES ASSESSMENT

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

This Proposed Project already has a previously-certified EIR for The Kohl Ranch Specific Plan; therefore, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, to determine whether an Addendum, Subsequent EIR or a Supplement to an EIR is required for the Proposed Project, in accordance with California Code of Regulations (CCR), Sections 15164, 15162, or 15163, respectively. Pursuant to CCR Sections 15164(a) and 15162(a)(1), if the proposed action/revisions to the previous project do not cause "new significant environmental effects or a substantial increase in the severity of previously identified significant effects," then an addendum to the previously certified EIR shall be prepared. For the purposes of the following Environmental Issues Assessment checklist, the above text shall be shortened to the following: "new or substantially increased impacts."

AESTHETICS

		Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
AESTHETICS Would the project:					
1. Scenic Resources					
a)	Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR ECVAP; COR GP, Figure C-9 "Scenic Highways"; Project Description; EIR396 et al

Findings of Fact:

- a) *EIR396 Conclusion: Not specifically addressed in EIR396 because the Environmental Assessment determined that no scenic highway corridors would be affected by the Specific Plan.*

Discussion of the Proposed Project: The Proposed Project is not located within a scenic highway corridor. The closest state-eligible scenic highway is State Route 111, from Bombay Beach on the Salton Sea to State Route 195 near Mecca, located approximately 4.4 miles to the southeast.

Finding: No new scenic highways have been designated in the vicinity since EIR396 was prepared. Therefore, no new or substantially increased impacts result from the Proposed Project beyond those analyzed in EIR396.

- b) *EIR396 Conclusion – Less Than Significant with Mitigation:* Implementation of the Kohl Ranch Specific Plan would result in a more aesthetically pleasing area by ensuring architectural and landscaping consistency in projects by creating a unique and unifying theme throughout the area (EIR, p. V-185).

“The Santa Rosa Mountains and the San Jacinto Mountains are important visual resources in the Coachella Valley. Views of these resources have been preserved in the Kohl Ranch Specific Plan” (EIR, p. V-185).

Mitigation Measure C13-1 – All future development projects in the Kohl Ranch Specific Plan project area shall be designed in accordance with applicable criteria in the Planning Standards and Design Guidelines in the Kohl Ranch Specific Plan (EIR, p. V-185).

Discussion of the Proposed Project: The Proposed Project contains no major rock outcroppings, unique or landmark features. The Proposed Project will ensure an aesthetically pleasing area and views of the surrounding scenic resources are not obstructed by the Proposed Project through adherence to the Kohl Ranch Specific Plan as identified in **Figure 5, Proposed BMW Building**.

The Proposed Project site will be generally screened from passing motorists and pedestrians by a 12-foot-high combination berm and soundwall at the western boundary fronting the Tyler Street. Views from the north and south of the Proposed Project site will be screened by a 10-foot-high soundwall. The wall along Tyler Street will be masonry and in natural earth tones to match the desert region, consisting of decorative precision and split face block at the entry from proposed Jasper Lane. All walls will be treated with an anti-graffiti coating. The walls located along the northern and southern boundary of the Proposed Project will be further screened by windrow planting.

The parkway along Tyler Street will be landscape-enhanced with a variety of desert plantings providing color, texture, massing, and vertical variation. This street landscape will establish the initial “personality” of the Proposed Project site and initiate the arrival experience. The design and layout will work in harmony with the site grading creating a pleasing visual experience for motorists and pedestrians. The combination of layering, palm trees canopy trees and accent trees will present a pleasing visual complement to the lower level shrubs, groundcovers and decorative grasses. Attention to plant material colors and textures will provide an additional layer of visual enhancement. The perimeter planting design will include canopy trees 30 feet to 45 feet on center, based upon species.

The entrance to the Proposed Project site will be provided by proposed Jasper Lane, accessed from Tyler Street. This entrance will include accent landscaping including tall Date Palm trees as visual cues, detailed entries, signage, planting, and specimen trees. The signage will be designed consistent with the entry and as reflected in **Figure 6, Proposed Signage** which will be landscaped with desert plantings providing visual continuity from the perimeter parkway landscape to the interior landscape.

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



Front View 1



Perspective View 1 - From Street



Perspective View 2 - From Parking

Source: Schlemmer Algaze Associates,
Sept. 2014.

Figure 5 - Proposed BMW Building

Plot Plan No. 25677 and Tentative Parcel Map No. 36735

Not to Scale

ALBERT A.
WEBB
ASSOCIATES

G:\2014\14-0245\GIS\Prop_signage.mxd; Map created 27 Oct 2014

Source: Schlemmer Algaze Associates,
Sept. 2014.

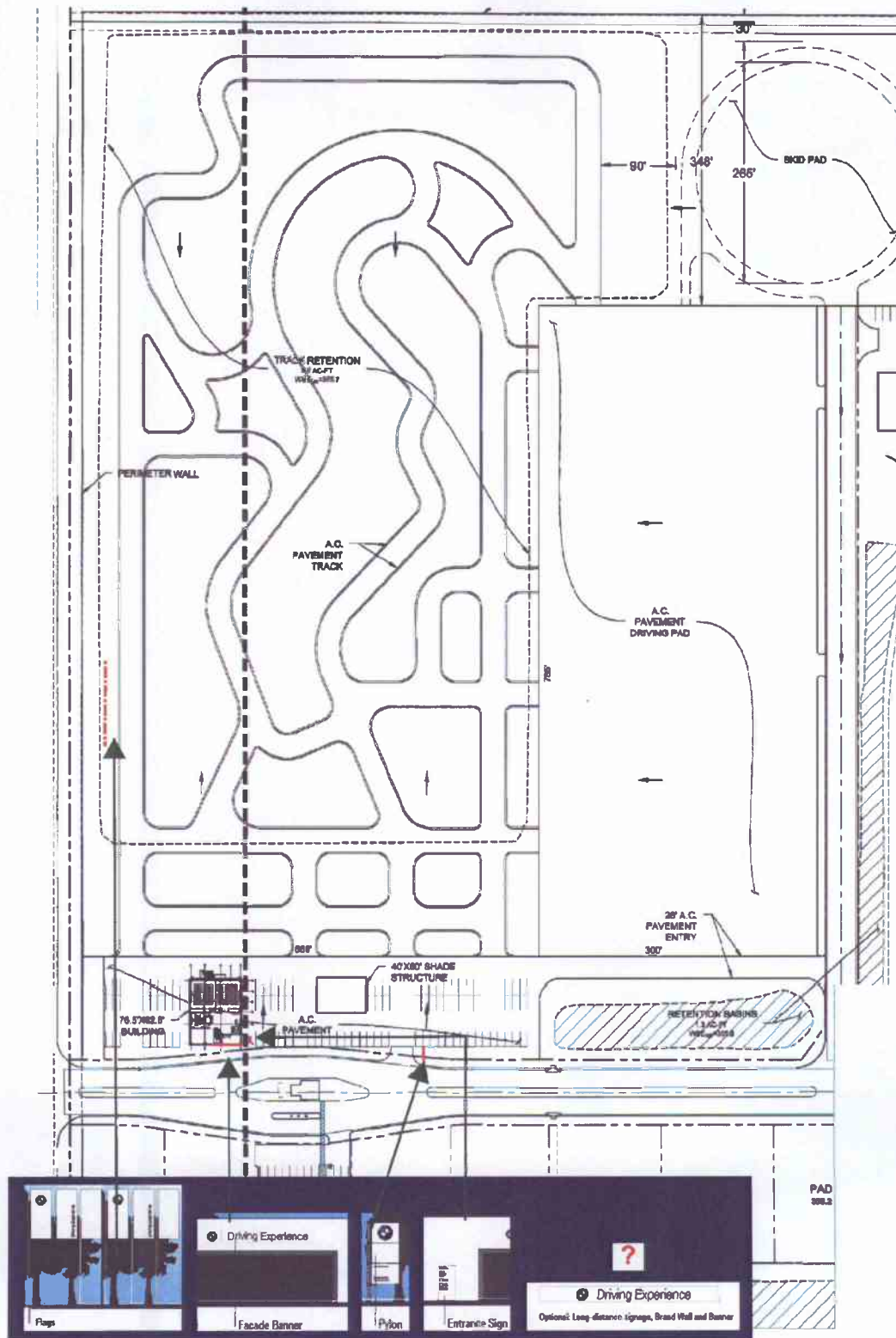


Figure 6 - Proposed Signage

Plot Plan No. 25677 and Tentative Parcel Map No. 36735

Not to Scale

AESTHETICS 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
2. Mt. Palomar Observatory				
a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR Ordinance 655; RCLIS; EIR396 et al

Findings of Fact:

- a) *EIR396 Conclusion – Less than Significant with Mitigation:* Skyglow (light which interferes with the use of the telescope at the Observatory) impacts to the Mt. Palomar Observatory are not expected to be significant, as the Kohl Ranch Specific Plan proposes to install lighting fixtures that are sensitive to the Mt. Palomar Observatory and that are consistent with the requirements in Riverside County Ordinance 655 (EIR, p. V-186).

Mitigation Measure C13-2 – Lighting shall conform to the Lighting Guidelines Section, Section IV.C2.j, of the Kohl Ranch Specific Plan (EIR, p.V-186).

Discussion of the Proposed Project: The Proposed Project is located within Zone B of the Mt. Palomar Nighttime Lighting Policy Area (approximately 42.4 miles southwest is the Mt. Palomar Observatory). Therefore, the Proposed Project will be required to incorporate, through the standard plan check process and implementation of mitigation measure C13-2, the requirements for Zone B developments as set forth in Riverside County Ordinance No. 655. The intent of Riverside County Ordinance No. 655 is to restrict the use of certain light fixtures which would direct undesirable light into the night sky, thereby having a detrimental effect on astronomical observation and research. Mitigation measure C13-2 remains in effect for the Proposed Project to ensure impacts remain less than significant.

Finding: Through compliance with the regulatory requirements of Ordinance No. 655 and implementation of mitigation measure C13-2, the Proposed Project will not result in impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed Project beyond those analyzed by EIR396.

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

Sources: COR Ordinance 655; Project Description; EIR396 et al

Findings of Fact:

- a-b) *EIR396 Conclusion – Less Than Significant with Mitigation:* The existing and future developments surrounding the Kohl Ranch Project site would be exposed to increases in nighttime glare emanating

from on-site lighting sources. Nighttime security lighting for buildings and parking lots would also increase nuisance light emanating from the Project site. Uses that surround the Project site on the valley floor, as well as uses located at higher elevations could be impacted by glare emanating from the Project site. These impacts are not anticipated to be significant. The Kohl Ranch Specific Plan contains general lighting guidelines, as well as guidelines for roadway, parking area, pedestrian and entry way, architectural, landscape, and athletic field, court and driving range lighting.

In addition to the lighting guidelines regarding nighttime light and glare, reflective surfaces can cause daytime glare which can be hazardous to airplanes. Mitigation measure C13-10 reduces this potential impact to less than significant.

Mitigation Measure C13-2 – Lighting shall conform to the Lighting Guidelines, Section IV.C2.j, of the Kohl Ranch Specific Plan (EIR, p.V-186).

Mitigation Measure C13-10 – The buildings shall use non-metallic, low reflective glass (30 percent or lower reflective factor) and building materials to keep daytime glare to a minimum (EIR, p. V-187).

Mitigation Measure C13-11 – Future development Projects shall be subject to the requirements of Section 7 of Ordinance No. 655, which includes the preparation of lighting plans and evidence of compliance (EIR, p. V-188).

Mitigation Measure C13-12 – All new light fixtures installed shall be consistent with the guidelines in Section 5 (General Requirements), Section 6 (Requirements for Lamp Source and Shielding), and Section 8 (Prohibitions) of Ordinance No. 655 (EIR, p. V-188).

Discussion of the Proposed Project: The proposed driving school track and skid pad are expected to operate during the daytime hours, and will not be in use at night or have night lighting other than for security purposes. On-site lighting will include in-grade lighting throughout landscaped areas as well as bollards throughout the remainder of the Proposed Project area. Low pressure sodium lighting will be utilized as referenced in Ordinance No. 655. Further, the SP zoning ordinance as approved prohibits nighttime sports lighting. Spill of light onto surrounding properties and “night glow” will be reduced to less than significant levels by using hoods and other design features on light fixtures used within the Proposed Project through implementation of mitigation measures C13-2, C13-11, and C13-12, and as required through standard County conditions of approval, plan checks, permitting procedures, and code enforcement. Daytime glare will be reduced through the implementation of mitigation measure C13-10. Thus, mitigation measures C13-2 and C13-10 through C13-12, remain in effect for the Proposed Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measures C13-2 and C13-10 through C13-12, standard County conditions of approval, plan checks, permitting procedures, and code enforcement, the Proposed Project would result in less than significant impacts associated with light and glare. Therefore, no new or substantially increased impacts result from the Proposed Project beyond those analyzed by EIR396.

AGRICULTURE AND FOREST RESOURCES

AGRICULTURE and FOREST 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
4. Agriculture				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing agricultural use, or a Williamson Act (agricultural preserve) contract (Riv. Co. Agricultural Land Conservation Contract Maps)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: COR GP Figure OS-2, "Agricultural Resources"; Project Description; RCLIS; EIR396 et al; CPRC

Findings of Fact:

- a) *EIR396 Conclusion – Significant and unavoidable:* Implementation of the Project would result in the loss of Prime Farmland, Farmland of Statewide Importance, and Farmland of Local Importance. The proposed uses would preclude any return of the land to agricultural use in the foreseeable future. The conversion of non-agricultural uses is considered a significant, unavoidable, and irreversible impact of the project. No feasible mitigation (EIR, p. V-71).

Discussion of the Proposed Project: The Proposed Project lies within the same area as previously analyzed. No new areas will be affected or result in the loss of Farmland.

Finding: The Proposed Project does not result in a conversion of Farmland. Therefore, no new or substantially increased impacts result from the Proposed Project beyond those analyzed by EIR396.

- b) *EIR396 Conclusion – Less than Significant with Mitigation:* Urban encroachment onto agricultural lands often results in restrictions on agricultural operations, including pesticide spraying. The potential loss or reduction of the productivity of the adjacent agricultural land would be considered a significant impact (EIR, p.V-72). The landscaping and buffer guidelines contained in the Kohl Ranch Specific Plan reduce the impact of the project on adjacent agricultural uses (EIR, p. V-74). There are no Williamson Act lands

within the project boundary. However, lands under Williamson Act contracts are located immediately adjacent to the eastern border of the project site and throughout the project vicinity (EIR, p. V-69).

Mitigation Measure C2-1 – All future development projects in the Kohl Ranch Specific Plan project area shall be designed in accordance with all applicable criteria in the Planning Standards and Design Guidelines (EIR, p. V-74).

Mitigation Measure C2-2 – The project shall be subject to Riverside County's right-to-farm ordinance. Ordinance No. 625, which protects farmer's rights with respect to urban encroachment. Per Section 6 of Ordinance No. 625, buyers of homes shall be noticed for any land division that lies partly or wholly within, or within 300 feet of any land zoned primarily for agricultural purposes (EIR, p. V-74).

Mitigation Measure C2-3 – In addition to notice required by Ordinance No. 625, notice shall be provided to future homeowners within the specific plan area of the potential impacts associated with surrounding agricultural use (EIR, p. V-74).

Discussion of the Proposed Project: The Proposed Project lies within the same area as previously analyzed. No new Williamson Act contracts have been enacted within the Proposed Project since 1996, and no active Williamson Act contracts currently exist within the site. Farming still occurs within the vicinity of the Proposed Project site so mitigation measures C2-1 through C2-3 remain in effect for the Proposed Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measures C2-1 through C2-3, the Proposed Project would not result in impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed Project beyond those analyzed by EIR396.

- c) *EIR396 Conclusion* – Not analyzed due to a lack of such question on the environmental assessment form.

Discussion of the Proposed Project: "Forest land" is land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits (CPRC 12220(g)). The Proposed Project site does not include areas of native tree cover or timber production and is not presently zoned to support this type of use. The Proposed Project does not propose to change the zoning of the property.

Finding: The Proposed Project does not conflict with or cause rezoning of forest land. Therefore, no new or substantially increased impacts result from the Proposed Project beyond those analyzed by EIR396.

- d-f) See Items 4a through 4c, above.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Expose sensitive receptors which are located within one mile of the Project site to substantial point source emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: 2012 AQMP; EIR396 et al, Webb 2010a

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).

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 Project's land use designations are basically a reorganization of what was previously analyzed, emissions from traffic generated by the Project's land uses, are expected to be similar as the traffic volumes will also be similar.

Discussion of the Proposed Project: The Proposed 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 Proposed Project occupies the same area as previously analyzed. The Proposed Project is similar to the uses evaluated in SPA2 and does not propose a change in allowable uses approved in SPA2. SPA2 included a kart track to be open to the public within Planning Area (PA) A-6. The proposed driver training facility and track would be available only to TTC members and their guests; and not the general public. As shown in **Table A** in section 42. b), below, the Project will result in approximately 40 more trips per day than those estimated under SPA2 for PA A-6 or an overall daily trip generation increase of approximately 0.025 percent. This does not represent a substantial increase. Furthermore, the Project's Traffic Impact Analysis (WEBB-B) overstated the amount of square footage to be developed. Thus, a more conservative trip generation is presented in the analysis. The Project is no more impactful

than the kart track as the uses evaluated in SPA2 resulted in fewer criteria pollutant emission than those uses evaluated in EIR396. Therefore, based on the above current criteria used to evaluate consistency with the AQMP, the specific plan would be consistent with the AQMP because the proposed uses were included in SPA2. 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-specific evaluation was performed for the TTC in the air analysis for EIR396-A2 and demonstrated that the operational emissions from the TTC will exceed SCAQMD operational thresholds for VOC, NO_x, and CO, but they are less than the emissions from the industrial land uses designated in EIR396. Therefore, the TTC land uses should not affect the status of the Project's conformity with the AQMP.

Finding: The Proposed 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 Proposed Project in its current form is consistent with these criteria, and as shown above, the incorporation of the Proposed Project will lessen the severity of the impacts when compared to what was analyzed previously in EIR396 and EIR396-A2 because proposed uses result in fewer criteria pollutant emissions than the industrial uses evaluated in EIR396 and the Project may only increase overall daily trips by 0.025 percent from SPA2 uses evaluated in EIR396-A2, which includes a conservative estimate for the office park use. Therefore, regardless of the criteria used to determine conformity with the AQMP, no new or substantially increased significant effects result from implementation of the Proposed Project. Therefore, no new or substantially increased impacts result from the Proposed 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 Proposed Project: The proposed 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 or less than those examined previously in EIR396 and EIR396-A2.

The EIR396-A2's air quality analysis analyzed the potential emissions generated by the 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 the EIR 396, projected short-term emissions from construction of TTC are within applicable SCAQMD daily regional thresholds. The Proposed Project site is equal to that of the Project evaluated in EIR396-A2. Thus, construction-related emissions would be similar to that of the EIR396-A2 and the same mitigation measures from EIR396-A2 would apply in order to reduce construction-related emissions and no new mitigation measures are required specifically for the Project.

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)

EIR396-A2 determined that the operational emissions from the TTC for VOC, NO_x, and CO, exceed SCQMD operational thresholds. However, the emissions that would be generated from the TTC use are less than emissions from the industrial land uses designated in EIR396. EIR396-A2 also determined that no CO hot spots were expected to occur as a result of traffic generated by SPA2 even with the addition of 2035 cumulative development.

The Proposed Project is similar to the uses evaluated in SPA2. SPA2 included a kart track to be open to the public within PA A-6. The proposed driver training facility and track would be available only to TTC members and their guests; and not the general public. As discussed further in Item 42(a) and as identified in **Table A, Trip Generation Comparison**, below, the Proposed Project results in 1,687 daily trips, 40 more daily trips than the existing land use plan. As a result of the Proposed Project, the overall daily trip generation will increase by approximately 0.025 percent. The overall daily trip generation does not present a substantial increase. Furthermore, as also described in Item 42(a), the Traffic Impact Analysis (TIA) overstated the amount of square footage to be developed. Thus, a more conservative trip generation is presented for use in the air analysis. Thus, the Proposed Project no more impactful than the previously proposed kart track.

Finding: The Proposed Project's potential air quality impacts are no worse than those analyzed in EIR396 and are in fact less severe. The impacts are also similar to those previously evaluated in EIR396-A2 and the same mitigation measures apply. Therefore, no new or substantially increased significant effects result from the Proposed Project.

- c) *EIR396 Conclusion – Not Analyzed due to lack of such question on the Environmental Assessment form:* 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 Proposed Project: The portion of the SSAB within which the Proposed Project is located is designated as a non-attainment area for ozone and PM-10 under both state and federal standards.¹ The TTC-specific evaluation performed in the air analysis for EIR396-A2 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 Proposed Project site is equal to that of the Project evaluated in EIR396-A2. Thus, 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 Proposed Project (TTC) would also be similar to that of the EIR396-A2. The operational emissions from the TTC in EIR396-A2 exceed SCAQMD operational thresholds for VOC, NO_x, and CO, which is cumulatively considerable. Because the Proposed Project is similar to the project evaluated in EIR396-A2, the Proposed Project's incremental contribution to criteria pollutant emissions for which the region is non-attainment, is also cumulatively considerable.

¹ <http://www.arb.ca.gov/desig/adm/adm.htm>

Finding: As cumulative impacts are based on whether the Project exceeds short-term and long-term air quality thresholds (which was analyzed in EIR396), the Project's potential impacts regarding cumulative air quality impacts are similar to those analyzed in EIR396 and EIR396-A2 and the same mitigation measures apply. Therefore, no new or substantially increased significant effects result from the Proposed Project.

- 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.

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 Project's land use designations are basically a reorganization of what was previously analyzed, emissions from traffic generated by the Project's land uses, are expected to be similar as the traffic volumes will also be similar. As stated above, the air quality analysis (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 SPA2 Project even with the addition of 2035 cumulative development.

Discussion of the Proposed Project: As stated above, the air quality analysis for EIR396-A2 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. In fact, the results showed the emissions were far below the CO thresholds. As shown in **Table A** in section 42. b), below, the Project will result in approximately 40 more trips per day than those estimated under SPA2 for PA A-6 (evaluated in EIR396-A2) or an overall daily trip generation increase of approximately 0.025 percent. This does not represent a substantial increase. Furthermore, the Project's Traffic Impact Analysis (WEBB-B) overstated the amount of square footage to be developed. Thus, a more conservative trip generation is presented in the analysis. Because the Project will not substantially increase daily traffic trips compared to those evaluated in EIR396-A2, which were shown to be far below CO thresholds, the Project is also not expected to result in CO hot spots.

Finding: The Proposed Project's potential impacts regarding localized air quality impacts to nearby sensitive receptors are less than significant and no different from those analyzed in EIR396-A2. Therefore, no new or substantially increased significant effects result from the Proposed Project.

- 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 Proposed Project: The Proposed Project lies within the same area as previously analyzed and will not increase intensity of the site nor does it change land uses. Therefore, it does not add any sources of objectionable odors.

Finding: Whereas no new objectionable odors have been added since EIR396 and EIR396-A2 was prepared, no new or substantially increased significant effects result from the Proposed Project.

BIOLOGICAL RESOURCES

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
BIOLOGICAL RESOURCES Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: 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 Proposed Project: The Proposed Project lies within the same area as previously analyzed. As such, subsequent to 1996, the 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 economic development objectives in the CVMSHCP Area and simplifies compliance with endangered

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.

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.

Planning Area A-6 has been rough graded for the 1 mile driver instruction track, and a 150-foot by 250-foot reservoir on 2 acres located in the northeast corner of Planning Area A-6 has been constructed, which includes an aviary screen to prevent a congregation of birds. The Proposed Project site is highly disturbed through recent 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 to ensure impacts remain less than significant.

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

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

CULTURAL RESOURCES

		Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
CULTURAL RESOURCES Would the project:					
7. Historic Resources					
a)	Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Project Description; EIR396 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 Proposed Project: The Proposed Project lies within the same area as previously analyzed. As such, development of the Proposed Project would result in the same disturbance area for which impacts were found to be less than significant.

Finding: The Proposed Project does not result in impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed 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
CULTURAL RESOURCES Would the project:				
8. Archaeological Resources				
a) Alter or destroy an archaeological site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 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 – 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 – 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 Proposed Project: The Proposed Project lies within the same area as previously analyzed. The Proposed 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 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. As the area affected by the Proposed Project is not located within Sections 4 or 9 of Township 7 South, Range 8 East, mitigation measures C12-1 through C12-3 are not applicable to the Proposed Project. However, mitigation measure C12-8 remains in effect for the Proposed Project to ensure impacts to archaeological resources remain less than significant.

Finding: With implementation of mitigation measure C12-8, the Proposed Project's potential impacts related to archaeological resources are less than significant. Therefore, no new or substantially increased impacts result from the Proposed 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
CULTURAL RESOURCES Would the project:				
9. Paleontological Resources				
a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 proposed 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 Proposed Project: The Proposed Project lies within the same area as previously analyzed. As the area affected by the Proposed Project 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. Mitigation measures C12-6 and C12-7 remain in effect for the Proposed Project should paleontological resources be accidentally discovered to ensure impacts remain less than significant.

Finding: With implementation of mitigation measures C12-6 and C12-7, the Proposed Project's potential impacts related to paleontological resources are less than significant. Therefore, no new or substantially increased impacts result from the Proposed 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Proposed Project: The Proposed Project lies within the same area and utilizes the same (if not better) building standards as previously analyzed. Rough grading has occurred on the Proposed Project site for the 1 mile driver instruction track and an on-site reservoir has been constructed. The Proposed Project’s location has not changed and prior analysis found no evidence of the site being located in a fault zone. Further, the Proposed Project site does not lie within the area referenced by mitigation measure Geo 1 therefore; mitigation measure Geo 1 is not applicable to the Proposed Project.

Finding: The Proposed Project results in less than significant impacts. Therefore, no new or substantially increased impacts result from the Proposed 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
GEOLOGY AND SOILS Would the project:				
11. Liquefaction Potential Zone				
a. Be subject to seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

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

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, accessed September 30, 2014.

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 – 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 Proposed Project: The Proposed Project lies within 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 and D2-6 remain in effect for the Proposed Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measures C4-1 and D2-6, the Proposed 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 Proposed 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
GEOLOGY AND SOILS Would the project:				
12. Ground-shaking Zone				
a) Be subject to strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Proposed Project: The Proposed Project boundary lies within the same area as previously analyzed. Mitigation measure C4-2 remains in effect for the Proposed Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measure C4-2, the Proposed Project does not result in impacts from ground shaking beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed 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
GEOLOGY AND SOILS Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Finding: The Proposed 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 Proposed 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
GEOLOGY AND SOILS Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: RCLIS; EIR396 et al

Findings of Fact:

- a) As identified in Items 10.a and 12.a, above, the closest active subsidence area is 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 Proposed 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 Proposed Project's potential impacts related to ground subsidence are less than significant. Therefore, no new or substantially increased impacts result from the Proposed 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
GEOLOGY AND SOILS Would the project:				
15. Other Geologic Hazards				
a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR ECVAP; EIR396; GEO; EIR396-A2

Findings of Fact:

- a) *EIR396 Conclusion – Not analyzed due to lack of such a question on the Environmental Assessment form, however EIR396 contained an extensive analysis that is germane to this threshold:* 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 Proposed Project: The Proposed Project lies within the same area as previously analyzed. Thus, impacts are less than significant.

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

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 Proposed Project: According to County of Riverside Eastern Coachella Valley Area Plan's (ECVAP), Figure 15 - Steep Slope, the Proposed Project is not located within an area of steep slopes. No on-site slopes would be greater than 2:1. Berms will only reach a height of 4 feet on the west side of the Proposed Project boundary. The site is relatively flat and grading of the Proposed Project area will be balanced. Mitigation measures C1-1 through C1-7 remain in effect for the Proposed Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measures C1-1 through C1-7, the Proposed Project does not result in impacts related to topography, slopes, or grading beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed 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
GEOLOGY AND SOILS Would the project:					
17. Soils					
a)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Proposed Project: The Proposed Project will experience the same issues regarding soil erosion from wind as analyzed in EIR396. Mitigation measure C6-1 remains in effect for the Proposed Project to ensure impacts remain less than significant.

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

- 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 (GEO, p. 15).

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

Finding: The Proposed Project does not result in impacts beyond those previously analyzed. . Therefore, no new or substantially increased impacts result from the Proposed 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
GEOLOGY AND SOILS Would the project:					
18. Erosion		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a)	Change deposition, siltation or erosion that may modify the channel of a river or stream or the bed of a lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in any increase in water erosion either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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, dams, 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 Park 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 quantity 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 Proposed Project: The Proposed Project lies within the same area with similar hydrology and drainage conditions as previously analyzed. Because the Proposed Project is part of TTC development, mitigation measure C5-2 does not apply to the Proposed Project as discussed above. Mitigation measures C5-3A, C5-4A, C5-5 through C5-8, C7-1 and C7-2 remain in effect for the Proposed Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measures C5-3A, C5-4A, C5-5 through C5-8, C7-1, and C7-2, the Proposed Project does not result in impacts related to water erosion beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed 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
GEOLOGY AND SOILS Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact:

Albert A. **AVFBB** Associates

- 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 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 Proposed Project: The Proposed Project lies within 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. The Proposed Project will be subject to this Ordinance. Like the Project, potential impacts related to wind erosion and blowsand can be reduced to less than significant levels through the implementation of Ordinance 742 and from adherence to construction dust control mitigation measures identified in the Air Quality section above.

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

GREENHOUSE GAS EMISSIONS

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

Sources: Webb 2010b; EIR396 et al

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 (CO₂) and nitrous oxide (N₂O) 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 Proposed Project: The Proposed 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 Proposed Project will be subject to the above mitigation measures. The one-time construction-related GHG emissions from the Proposed Project were assumed to be the same as the TTC evaluated in EIR396 and EIR396-A2 because the disturbance area is the same.

EIR396-A2 determined that with required regulations and mitigation measures **MM GHG 1** through **MM GHG 7** implemented, the SPA2 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 SPA2 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

The Proposed Project is similar to the uses evaluated in SPA2. SPA2 included a kart track to be open to the public within PA A-6. The proposed driver training facility and track would be available only to TTC members and their guests; and not the general public. As shown in Table A in section 42. b), below, the Project will result in approximately 40 more trips per day than those estimated under SPA2 for PA A-6 (evaluated in EIR396-A2) or an overall daily trip generation increase of approximately 0.025 percent. This does not represent a substantial increase. Furthermore, the Project's Traffic Impact Analysis (WEBB-B) overstated the amount of square footage to be developed. Thus, a more conservative trip generation is presented in the analysis. The kart track, as evaluated SPA2 resulted in fewer emissions than those uses evaluated in EIR396. As the GHG emissions from the Proposed Project are substantially similar to those previously analyzed in EIR396-A2, the Proposed Project would also meet the AB 32 reduction target with implementation of the same mitigation measures from EIR396-A2, listed below.

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.

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.

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 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 Proposed Project would not measurably increase GHG emission beyond those previously evaluated in EIR396-A2 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 the same mitigation measures as EIR396-A2 (**MM GHG 1 through MM GHG 7**), the Proposed Project would meet the AB 32 reduction target. Thus, 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 Proposed Project beyond those previously analyzed.

HAZARDS AND HAZARDOUS MATERIALS

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

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 Proposed Project: The Proposed Project lies within the same area and uses as previously analyzed. The Proposed Project shall comply with applicable federal, state, and local regulations (such as SCAQMD permits) and ALUC governing the storage and dispensing of fuel. Mitigation measures C11-1 through C11-3, and C11-5 remain in effect for the Proposed Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measures C11-1 through C11-3 and C11-5, the Proposed Project does not result in impacts regarding creation of significant hazards beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed Project beyond those analyzed by EIR396.

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

Discussion of the Proposed Project: The Proposed Project will not impair the implementation of, or physically interfere with, an emergency response plan and/or emergency evacuation plan as access to emergency vehicles will be allowed at all times and the design of roads and driveways will be designed to meet County standards for safety and access. Thus, the Proposed Project would not result in impacts.

Finding: The Proposed Project does not result in impacts to an adopted emergency response plan or an emergency evacuation plan. Therefore, no new or substantially increased impacts result from the Proposed 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 Proposed Project: The Proposed Project lies within the same area and as previously analyzed. Thus, it is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No new areas will be affected or result in exposure to hazardous materials. Mitigation measures C11-4 and C11-5 remain in effect for the Proposed Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measures C11-4 and C11-5, the Proposed Project does not result in impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed 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
HAZARDS AND HAZARDOUS MATERIALS Would the project:					
22. Airports					
a)	Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 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 Master 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 – 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 Proposed Project: The CLUP establishes guidelines for land use compatibility zones (two of which affect the Proposed Project site – Zones C and D as reflected on **Figure 7, ALUC Land Use Compatibility Zones**), that prohibit particularly hazardous 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).

However, the Proposed Project lies within the same area as previously analyzed and proposes a driver training facility and driver training track; uses that are currently allowable. The project as previously proposed, included a kart track to be open to the public within planning area A-6. The driver training facility and track would be available only to TTC members and their guests; and not the general public. Thus, the Proposed Project is less impactful as it results in reduced intensity. Mitigation measures D12-1 and D12-5 remain in effect for the Proposed Project to ensure impacts remain less than significant.

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. None of these safety zones occur within the Proposed Project site, as reflected in **Figure 8, ALUC Safety Zones**.

As shown on **Figure 3, Site Plan** approximately 11 acres of the westernmost portion of Plot Plan 25677 lies within ALUC Compatibly Zone D, while the remaining portion of the site lies within Zone C. Approximately 11 acres of the westernmost portion of Plot Plan 25677 lies within ALUC Compatibly Zone D, while the remaining portion of the site lies within Zone C. The 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan requires that any development project within a compatibly zone go before the ALUC commission for approval. On December 11, 2014 the ALUC Commission, by a 5-1 vote, found the Proposed Project (PP25677 and PM36735) consistent with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan subject to conditions of

approval. As the changes proposed by the Proposed Project are consistent with SPA2, for which ALUC deemed consistent on December 11, 2014, impacts are less than significant.

Finding: With implementation of mitigation measure D12-1 and D12-5, the Proposed Project does not result in impacts beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed Project beyond those analyzed by EIR396.

- b) *EIR396 Conclusion – Not specifically addressed in the EIR because the Environmental Assessment 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 Proposed Project: The Proposed Project is subject to ALUC which now has authority over review. The Proposed Project has been in consultation with ALUC and will be subject to their review.

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

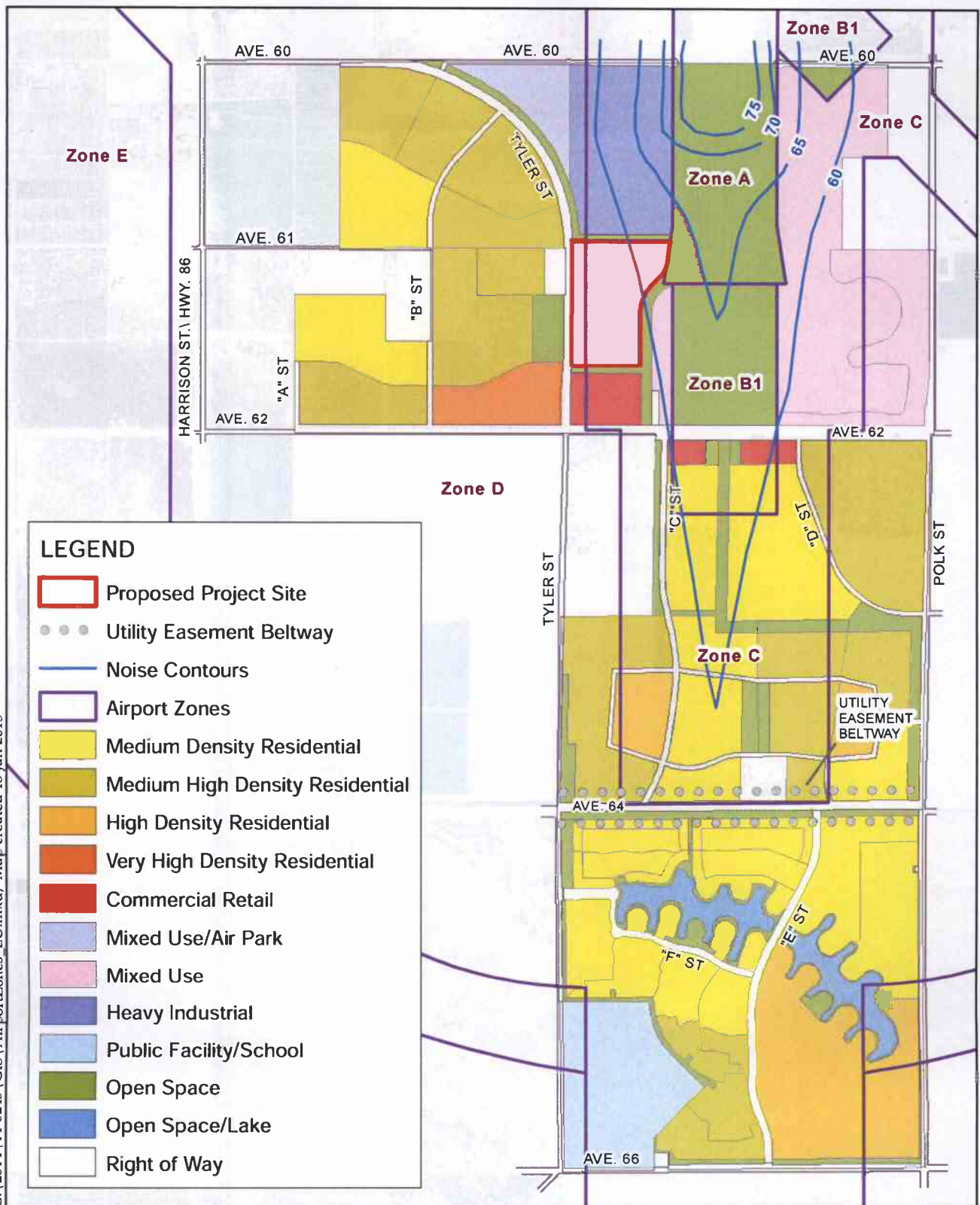
- c-d) *EIR396 Conclusion – Less Than Significant with Mitigation:* Portions of the Kohl Ranch site are located within the five airport safety zones described in the Comprehensive Land Use Plan (CLUP). The project land uses would be compatible with the requirements for these zones identified in the CLUP [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 an 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 compatibility and safety zones; land use compatibility zones B1 and C and safety

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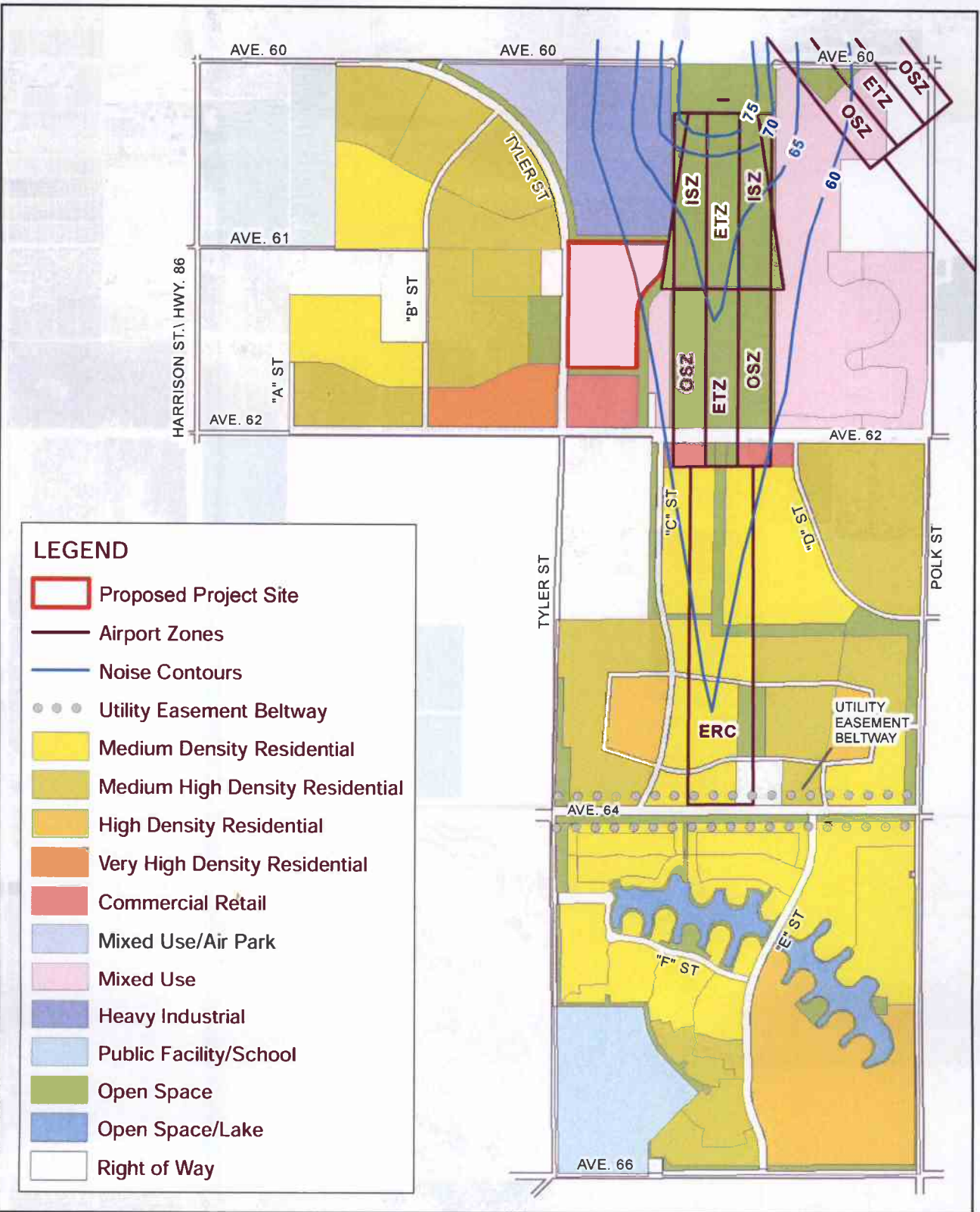


Source: Kohl Ranch SPA No. 303, Amendment No. 3

Figure 7 - ALUC Land Use Compatibility Zones
Plot Plan No. 25677 and Tentative Parcel Map No. 36735



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



0 1,000 2,000 3,000 Feet

Figure 8 - ALUC Safety Zones
Plot Plan No. 25677 and Tentative Parcel Map No. 36735

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 safety, 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 – 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 Proposed Project: The CLUP establishes guidelines for land use compatibility zones (two of which affect the Proposed Project site – Zones C and D as reflected on **Figure 7**, above), that prohibit particularly hazardous 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).

However, the Proposed Project lies within the same area as previously analyzed and proposes a driver training facility and driver training track; uses that are currently allowable. The project as previously proposed, included a kart track to be open to the public within planning area A-6. The driver training facility and track would be available only to TTC members and their guests; and not the general public. Thus, the Proposed Project is less impactful as it results in reduced intensity. Mitigation measures D12-1 and D12-5 remain in effect for the Proposed Project to ensure impacts remain less than significant.

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. None of these safety zones occur within the Proposed Project site, as reflected in **Figure 8**, above.

Finding: With implementation of mitigation measures D12-2, the Proposed Project does not result in impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed 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
HAZARDS AND HAZARDOUS MATERIALS Would the project:					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

HYDROLOGY AND WATER QUALITY

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
HYDROLOGY AND WATER QUALITY Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g., water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g., increased vectors and odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR396 et al; Project Description; COR GP; FEMA; SPA2; RCE 2014; 2010 UWMP

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 an 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, SPA2 included 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 equilization 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 confluent 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 designed so that the 100-year, 24-hour peak storm runoff is contained within the right-of-way to be conveyed using 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 infiltrate. 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 Proposed Project: A Water Quality Management Plan (WQMP) was prepared for the Proposed Project by RCE Consultants in August 2014 (RCE 2014) in compliance with requirements of the County and CVWD. According to the WQMP, the existing watershed at the Proposed Project and the larger TTC Motorsports Park development flows from the northwest to the southeast through surface flow. Currently, there are no drainage facilities in the surrounding streets. A drainage channel in Planning Area A-7, which runs generally between Planning Area A-6 and Planning Area E-4, is proposed to redirect off-site surface flow around the Proposed Project site and the larger TTC Motorsports Park development. This proposed channel will daylight south of the site, and surface flow until it drains into the nearby CVSC/Whitewater River following historic drainage patterns. (RCE 2014, p. 3). The Proposed Project will retain all runoff on site, including 100-year, 24-hour storm events, in conformance with the Whitewater River Watershed MS4 permit from the network of on-site retention basins (RCE 2014, p. 7). The Proposed Project will be required to adhere to the Drainage Development Standards and design measures identified above. Mitigation measure C5-8 remains in effect for the Proposed Project to ensure impacts to existing drainage patterns remain less than significant.

Finding: With implementation of mitigation measure C5-8 SPA3 Drainage Development Standards, and design measures, the Proposed Project's potential impacts are no different from those previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed 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 25 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 proposed Specific Plan project would result in the elimination of agricultural sources of pollution to surface and groundwater 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 activities are occurring on-site. Additionally, with the use of on-site retention basins, potential impacts related changes to TTC development are less than significant.

Discussion of the Proposed Project: The Proposed Project-Specific WQMP was prepared in compliance with requirements of the County and CVWD. The Proposed Project will retain all runoff on site, including 100-year, 24-hour storm events, in conformance with the Whitewater River Watershed MS4 permit from the network of on-site retention basins (RCE 2014, p. 7). The Proposed Project will also adhere to the BMPs enumerated in its WQMP which are identified above, which include non-structural source control BMPs, structural source control BMPs, and include properly designed air/water supply area drainage and trash storage areas (RCE 2014, p. 19). All funding for implementation of the WQMP BMPs will be provided by the applicant/developer, and the operation and maintenance of the WQMP BMPs is largely the responsibility of the Property Owner's Association (POA) and will be included as part of the CC&Rs (RCE 2014, pp. 24-25). 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 Proposed Project. All BMP's related to TTC development as identified in Item 24b above, remain in effect for the Proposed Project as do mitigation measures C7-3 through C7-5. Further, the Proposed Project will be required to adhere to Drainage Development Standards and design measures as identified in Item 24a, above.

Finding: With implementation of mitigation measure C7-3 through C7-5, BMPs, Drainage Design Standards and design measures, the Proposed Project's potential impacts are no different from those previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed 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 and that 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 – Reservoirs shall be provided in accordance with CVWD and ALUC standards, including the installation of aviary screening, where applicable.

Discussion of the Proposed Project: Subsequent to adoption of SPA2, CVWD has adopted its 2010 UWMP. According to the 2010 UWMP, groundwater remains the principal source of municipal water supply in the Coachella Valley, and CVWD obtains groundwater from both Whitewater River and the Mission Creek subbasins (2010 UWMP, p. 4-4). None of the groundwater basins in the Coachella Valley are adjudicated, and as such, there are no legal agreements limiting CVWD's pumping from the groundwater basins (2010 UWMP, p. 4-10). However, the demand for groundwater has annually exceeded the limited natural recharge of the groundwater basin, and in turn, CVWD has developed groundwater management plans with the goals of assuring adequate quantities of safe, high-quality water at the lowest cost to Coachella Valley water users (2010 UWMP, pp. 4-10 – 4-11). The policy of the groundwater management plan is to continue meeting domestic demands from groundwater but to transition customer that can use other water supplies to alternate water sources so as to reduce groundwater extraction (2010 UWMP, p. 4-13). In addition, CVWD has enacted water-saving policies such as tiered water rates and landscape irrigation conservation, and must reduce water demand by 20 percent by year 2020 pursuant to state Senate Bill x7-7 (2010 UWMP, pp. 1-2, 4-13). These conservation policies along with groundwater management plans at the Whitewater River and Mission Creek subbasins, recharge facilities, and additional Colorado River water for groundwater recharge assure the reliability of the groundwater supply in the future (2010 UWMP, p. 5-3).

Water demand for the Proposed Project, alongside the entire Specific Plan area, will be supplied from groundwater (43.5 percent) and alternative sources including Colorado River water, recycled water, and desalted agricultural drain water (56.5 percent). The Proposed Project's uses do not constitute a substantial deviation from SPA2's proposal that was analyzed in the above-mentioned WSA, and the estimated demand is anticipated to be the same, if not less. As identified in the 2010 UWMP, CVWD has a reliable long-term groundwater supply and policies and programs in place to reduce groundwater extraction. Thus, implementation of the Proposed Project will not substantially deplete groundwater supplies or interfere with groundwater recharge. Instead, the Proposed Project's on-site retention basins, which have been designed to retain all on-site runoff and 100-year, 24-hour storm event flows, will increase groundwater recharge. Further, the Proposed Project will be subject to CVWD Agreements and conditions set forth therein, and mitigation measures D2-1, D2-2, D2-3, D2-5 through D2-14, and D2-16 remain in effect for the Proposed Project. The on-site reservoir was constructed to CVWD standards, thus fulfilling mitigation measure D2-4, and mitigation measure D2-15 has already been implemented.

Finding: With implementation of mitigation measure measures D2-1, D2-2, D2-3, D2-5 through D2-14, and D2-16, the Proposed Project's potential impacts are no different from those previously analyzed.

Therefore, no new or substantially increased impacts result from the Proposed 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 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. 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 Avenue 60 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 utilize street flow carrying capacity and flows into catch basins and inlets when the quantity 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 Proposed Project: On-site runoff will be intercepted and conveyed to on-site retention basins and off-site runoff will be directed through a drainage channel in Planning Area A-7 to surface flow until it drains into the nearby Whitewater River in accordance with CVWD and Regional Water Quality Control Board standards. Thus, increases in on-site runoff resulting from the development will be retained 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 as discussed in Item 24b above. Mitigation measures C5-1 through C5-8, C5-3A and C5-4A remain in effect for the Proposed 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, design measures, and NPDES requirements, the Proposed Project's potential impacts are no different from those previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed 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 CVWD 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 General 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 Avenue 60 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 quacity 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 Proposed Project: Subsequent to the certification of EIR396, FEMA mapped the Specific Plan area. The Proposed Project is with an area identified on FEMA panel 06065C2925G 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. A high degree of protection from the 100-year flood will be provided to the Proposed Project and the entire Specific Plan area 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 Proposed Project and Specific Plan area. The Proposed Project is will be required to comply with NPDES requirements and adhere to SWPPP and BMPs as discussed in Items 24a through 24d, above. Mitigation measures C5-1 through C5-8, C5-3A and C5-4A, BMPs and Drainage Design Standards remain in effect for the Proposed Project to ensure impacts remain 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 Proposed Project's potential impacts from ground shaking are less than significant. Therefore, no new or substantially increased impacts result from the Proposed 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
HYDROLOGY AND WATER QUALITY Would the project:				

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
HYDROLOGY AND WATER QUALITY Would the project:				
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR396 et al; Project Description; SPA2;

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 Proposed Project: The Proposed Project lies within the same area analyzed in EIR396. The Proposed Project will be required to implement the BMP's identified in the -Proposed Project-specific WQMP. Further, the larger TTC Motorsports Park development's drainage and flood control plans will be adhered to by the Proposed Project. . As the Proposed Project will retain all on-site runoff, mitigation measure C5-2 is not applicable. Mitigation measures C5-5 through C5-8, C5-3A, and C5-4A remain in effect for the Proposed 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 Proposed Project's potential impacts are no different from those previously analyzed. Therefore, no

Initial Study for Plot Plan No. 25677, Tentative Parcel Map No. 36735

new or substantially increased impacts result from the Proposed Project beyond those analyzed by EIR396.

- d) *EIR396 Conclusion – Not addressed in EIR396 because the Environmental Assessment determined that: 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.*

Discussion of the Proposed Project: The Proposed Project lies within 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 impacts result from the Proposed Project beyond those analyzed by EIR396.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Proposed Project: The Proposed Project lies within the same area as previously analyzed and does not propose a change to allowable uses.

Finding: The Proposed Project's potential impacts resulting in a substantial alteration of the present or planned land use of an area are less than significant. Therefore, no new or substantially increased impacts result from the Proposed Project beyond those analyzed by EIR396.

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

Discussion of the Proposed Project: The Proposed Project site lies within 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 Proposed 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 Proposed 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be consistent with the land use designations and policies of the Riverside County General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR ECVAP; COR GP; COR Ord. 348; Project Description; RCLIS; EIR396 et al; SPA2

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 ECVAP. 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 Zone (Specific Plan Zone) 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 approved June 7, 2011, which 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 SPA2, 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 Proposed Project: The Proposed Project's uses are consistent with the existing zoning and uses allowable within the approved SPA Zoning Ordinance for the Kohl Ranch Specific Plan.

Finding: The Proposed Project is consistent with the existing zoning at the site. Therefore, no new or substantially increased impacts result from the Proposed 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).

Discussion of the Proposed Project: The Proposed Project's existing surrounding zoning designations are the same as those previously analyzed.

Finding: The Proposed Project's potential impacts regarding existing surrounding zoning are no different from those previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed 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 ECVAP to the extent that the policies are consistent with the 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 Kohl 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 Proposed Project: The Proposed Project lies within the same area as previously analyzed and does not propose a change in allowable uses. Mitigation measures D12-1 and D12-5 remain in effect for the Proposed Project as identified in Item 22a above, to ensure development complies with the CLUP. Further, the Project will be subject to ALUC review.

Finding: With implementation of mitigation measures D12-1 and D12-5, the Proposed 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 Proposed 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 Proposed Project: The Proposed Project lies within the same area as previously analyzed and does not propose a change in allowable uses. Mitigation measure LU 1 remains in effect for the Proposed Project to ensure impacts remain less than significant.

Finding: With implementation of mitigation measure LU 1, the Proposed Project's potential impacts regarding land use designation and policies are not beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed Project beyond those analyzed by EIR396.

- e) *EIR396 Conclusion - Not specifically addressed in the EIR 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 Proposed Project: The Proposed Project is not located within an established community and lies within the same area as previously analyzed.

Finding: The Proposed 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 Proposed 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be an incompatible land use located adjacent to a state-classified or designated area or existing surface mine?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 EIR 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 Proposed Project: The Proposed Project lies within the same area as previously analyzed. The Proposed 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. Because the Proposed 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 Proposed Project will not result in impacts beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed 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
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Definitions for Noise Acceptability Ratings

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

NA - Not Applicable

A - Generally Acceptable

B - Conditionally Acceptable

C - Generally Unacceptable

D - Land Use Discouraged

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 ALUC; COR GP, Figure S-19 "Airport Locations"; EIR396 et al; 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).

Initial Study for Plot Plan No. 25677, Tentative Parcel Map No. 36735

Discussion of the Proposed Project: The Proposed Project lies within the same area as previously analyzed in EIR396. The Proposed Project will not amend the "no-build" zone. Mitigation measure C8-4 is no longer applicable to the Proposed Project because no residential uses are proposed.

Finding: The Proposed Project does not include any residential uses and would 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 Proposed 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
NOISE Would the project:				

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; Project Description

Findings of Fact:

EIR396 Conclusion –Not analyzed due to lack of such question on the Environmental Assessment form.
The closest rail line is Southern Pacific.

Discussion of the Proposed Project: The Proposed Project does not propose the construction of new or a modification of existing rail lines and is not located within the vicinity of a rail lines. A main line of the Union Pacific Railroad parallels Highway 111 at a distance of over 7,500 feet from the Proposed Project site. Railroad noise is not likely to be much more than occasionally audible at this distance. No adverse railroad-related noise impacts are anticipated to occur as a result of Proposed Project implementation.

Finding: The Proposed Project does not result in impacts beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed 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
NOISE Would the project:				

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-A

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.

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

1. Avenue 60 from Harrison Street to Tyler Street (corresponds to Avenue 60 east of Harrison Street): 6.1 dBA increase; and
2. Tyler Street from Jasper Lane to Avenue 62 (corresponds to Tyler Street north of Avenue 62) (EIR396-A2-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 Proposed Project traffic under existing plus ambient growth conditions for year 2035), none of the analyzed roadway segments in this scenario will experience a CNEL increase equal to or greater than 5.0 dBA. However, EIR396-A2 identified that under the Existing Plus Ambient Growth Plus Project Conditions, Avenue 60 (east of Harrison Street) would experience a 14.8 dBA increase and Tyler Street (north of Avenue 62) would experience a 19.0 dBA increase. Thus, while the Proposed Project will result in an increase in CNEL greater than 5.0 dBA, the increase is within what was previously analyzed in EIR396-A2. Hence, impacts are less than significant.

Finding: The Proposed Project will not result in impacts beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed 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 <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 Proposed Project: The Proposed Project will not alter the present or planned land use of this area, and noise impacts from operations from these land uses will be similar to those previously examined. Noise impacts from the Proposed Project are addressed in Items 33a and 33c, below.

Finding: See Items 33a and 33c below. The Proposed Project's potential impacts regarding other noise issues are less than significant. Therefore, no new or substantially increased impacts result from the Proposed 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
NOISE Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR GP, Table N-1, "Land Use Compatibility for Noise Exposure"; COR Ordinance 847; Project Description; EIR396 et al; CJA2014

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 27 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 requirements⁶ 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.

⁶ 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.

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 Proposed Project: See item 31 for a discussion of Proposed Project-related traffic noise. A noise impact analysis was prepared regarding the operational noise of the driver instruction area proposed for Planning Area A-6 by Christopher Jean & Associates dated January 21, 2014 (CJA2014). The analysis was completed to determine the mitigation requirements necessary in order to achieve compliance with County noise standards for the driver instruction area that is proposed to replace the go-kart area and support facilities (CJA2014, p. 3). The driving school will use stock, street-legal sports sedans with original stock exhaust systems to teach high performance driving skills such as choosing and driving the correct line through a turn, threshold braking, vehicle dynamics, accident avoidance, skid control, etc. (CJA2014, pp. 3-4). Actual vehicle speeds will be limited by the dimensions of the available space. The Proposed Project 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 (CJA2014, p. 3). It should be noted that driving instruction is not proposed to occur at night.

As the driving school will use stock sports sedans, engine noise levels will be relatively low, and cars will be fitted with street-legal tires. Street-legal tires squeal louder and louder as the adhesion limit is approached, and since the majority of high performance driving instruction will deal with negotiating turns efficiently, tire squealing will prove the dominant noise source (CJA2014, p. 4). A noise level survey of the operation of a similar facility was conducted in May 2013, which used high performance vehicles in stock configurations on street-legal tires. Given that the vehicles surveyed at this event were high performance vehicles, which are more powerful and faster than the vehicles that will be used at the proposed driving school, the results are representative of a worse-case scenario for the driving school. (CJA2014, p. 4)

Two measurement positions were used at the May 2013 event, which were used to create a reference noise for the driving instruction area analysis. One position was adjacent to the longest straight section of track to obtain the highest engine/exhaust noise levels, and the second position was adjacent to a fast turn where the street-legal tires generated as much noise as the engine exhaust. The average maximum noise level from these samples was 83 dBA at a distance of 127 feet. Since the average engine output of the high performance vehicles is around 500 horsepower and the tire sections are wider than typical performance street tires, the use of vehicles with around 200 horsepower and typical-size street tires would likely create about 2 dBA less noise. Thus, a reference noise level of 81 dBA at a distance of 127 feet is utilized for the driving instruction area analysis. Further, due to limited space of the proposed driving instruction track, it is unlikely more than 10 vehicles could be active in the area at one time. Thus, worst-case noise levels were calculated assuming 10 vehicles produce the reference noise level of 81 dBA at 127 feet at all times and at all points on the driving instruction track. Since the vehicles must slow for corners and driving in a straight line typically produces less tire noise, actual noise levels will be less than those predicted by the noise model. (CJA2014, p. 4)

Trial calculations for the proposed driving instruction area operations and various levels of noise mitigation measures were performed using a proprietary computer program. The final calculations using a sound barrier 12 feet high along Tyler Street and sound barriers 10 feet high along the north and south sides of the driving instruction area resulted in the 65 dBA L_{eq} (10 minutes) contour. While this worst-case scenario noise contour extends slightly west of Tyler Street, actual noise levels will be less and should not significantly impact the nearest residential uses as defined by the County noise standards. Thus, with these specified perimeter barriers (which are already proposed design components) and as long as the driving school vehicles remain in stock configuration, proposed operations will remain in compliance with County noise limits. It should be noted that while the driving instruction area will remain in substantial compliance with the County noise limits, tire noise will remain clearly audible against the background ambient noise levels in the surrounding community. However, mere non-substantial audibility cannot be used to define environmental noise impacts. (CJA2014, p. 5).

Finding: Mitigation Measures MM Noise 5 through MM Noise 9 are no longer applicable to the Proposed Project (refer to analysis of 33c below). The Proposed Project will not result in impacts beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Proposed 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 ($\frac{1}{4}$) 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 feet⁷ 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 ($\frac{1}{4}$) 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 Proposed Project: Construction of the Proposed Project will encompass the same area and utilize same types of construction equipment that were previously analyzed. The Proposed Project's proposal for a driving instruction area and support structures instead of go-kart track and support facilities in Planning Area A-6 will not substantially affect the construction-related noise analysis as previously analyzed. Mitigation measures C8-1 through C8-3, MM Noise 1, and MM Noise 2 remain in effect for the Proposed 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 Proposed Project are similar to those previously

⁷ Source: City of Perris General Plan, Noise Element, Appendix C: Technical Noise Area Definitions, page 69

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

- c) *EIR396 Conclusion –Less Than Significant with Mitigation:* The proposed 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 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 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) 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 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 (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 I, 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 I, 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

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
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 4² 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.

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 Proposed Project: A noise impact analysis was prepared regarding the Proposed Project's operation of the driver instruction area by Christopher Jean & Associates dated January 21, 2014 (CJA2014). As discussed above, the analysis was completed to determine the mitigation requirements for the driver instruction area to comply with County noise standards. Based on actual measurements of a similar facility, the driving instruction area will remain in compliance with the 65 dBA L_{eq} (10 minutes) noise limit using a sound barrier 12 feet high along Tyler Street and sound barriers 10 feet high along the north and south sides of the driving instruction area. While the 65 dBA L_{eq} noise contour will extend slightly beyond Tyler Street, the noise source assumptions used for the analysis are far more conservative than what will actually occur on site. Actual driving school operations will remain in compliance with County standards at all of the nearest residential properties. (CJA2014, p. 2). Mitigation measures C8-4, C8-5, and MM Noise 5 through MM Noise 9 are not applicable to the Proposed Project site. Mitigation measure MM Noise 4 remains in effect for the Proposed Project while MM Noise 3 is revised to for clarify to ensure impacts remain less than significant.

MM Noise 3(A)(Revised): – 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 and Acoustical Analysis Update for The Thermal Club Driving Instruction Area, prepared by Christopher Jean Associates, January 21, 2014) 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.

Finding: With implementation of mitigation measures MM Noise 3 (Revised) and MM Noise 4, the Proposed 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 Proposed 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 Proposed 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 Proposed 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 Proposed Project. Thus, construction, operation and associated infrequent maintenance will not produce any substantial groundborne vibration or groundborne noise levels. Construction of the Proposed Project will encompass the same area, will not increase the future intensity of land uses, and utilizes the same types of construction equipment previously analyzed. Thus, the Proposed Project will not result in an increase of ground-borne vibration or ground-borne noise levels⁸.

Finding: The Proposed 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 Proposed Project beyond those analyzed by EIR396.

⁸ As described above in the Project Description, the Kohl Ranch Specific Plan Amendment No. 3 (SPA3) is currently being processed by the County which will allow for residential uses in Planning Area E-2. EA42726 is currently being prepared for SPA3 and will include an analysis of potential impacts on any new sensitive receptors that may be introduced as a result of the proposed SPA3.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Affect a County Redevelopment Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Proposed Project: The Proposed Project lies within the same area as previously analyzed and there is no existing housing.

Finding: The Proposed 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 Proposed 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 Proposed Project: The Proposed Project lies within the same area and provides for the same types of uses allowable as previously analyzed. Thus, the Proposed Project would not create a demand for additional housing.

Finding: The Proposed 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 Proposed Project beyond those analyzed by EIR396.

- c) *EIR396 Conclusion – No Impact:* See 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 Proposed Project: The Proposed Project lies within the same area as previously analyzed. The Proposed Project would create employment opportunities as identified in previous analysis consistent with the intent of the Thermal and Jacqueline Cochran Airport Redevelopment Area. However, the state officially dissolved all Redevelopment Agencies as of February 1, 2012. Thus, the Proposed Project would have no impact on the former Thermal and Jacqueline Cochran Airport Redevelopment Area.

Finding: The Proposed Project would not affect a County Redevelopment Project Area. Therefore, no new or substantially increased impacts result from the Proposed 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 Proposed Project: The Proposed Project lies within the same area and includes the same uses as allowed as previously analyzed so like the Project, impacts are less than significant.

Finding: The Proposed 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. Therefore, no new or substantially increased impacts result from the Proposed Project beyond those analyzed by EIR396.