

EXCERPT: AMENDED ZONING ORDINANCE PROVISIONS FOR PLANNING AREA E-2

(ADDED TEXT UNDERLINED)

1 minimum setback from any private street. Article XII, Section 12.4c.(2) is modified to provide that
2 an observation tower built within Planning Areas A-4 and built as part of a large scale recreational
3 use shall not exceed 70 feet in height and sports lighting, consisting of exterior nighttime lighting
4 for ballfields, racetracks and other sporting activities, shall not be permitted.

5 (3) Except as provided above, all other zoning requirements shall be the same as
6 those requirements identified in Article XII of Ordinance No.348.

7 i. Planning Area A-6, E-2, and E-4

8 (1) The uses permitted in Planning Areas A-6 and E-2 of Specific Plan 303 shall be
9 the same as those uses permitted in Article IX, Section 9.1 and Article XII, Section 12.2 of
10 Ordinance No. 348, except that the uses permitted pursuant to Article IX, Sections 9.1.a. (17), (23),
11 (25), (27), (29), (32), (42), (51), (52), (61), (65), (67), (73), (83), (93) and (96-within Airport Land
12 Use Compatibility Zone C); Sections 9.1.b. (7), (9), (10), (11.a.) (11.b), (11.c), (13), (14), (15),
13 (16), (18), (19), and (20); and Sections 9.1.d. (2), (4), (5), (6), (9), (10), (11) (12), (13), and (16)
14 and to Article XII, Section 12.2.c. (3), (7), (11) and (12); Section 12.2.d.; Section 12.2.e., 12.2.f.
15 and 12.2.g. shall not be permitted; and uses permitted pursuant to Article IX, Section 9.1.a (35)
16 shall not be permitted in Planning Areas E-2 and E-4.

17 In addition, the permitted uses identified under Section 9.1.a and 12.2b shall include aerial
18 services including advertising, photography and tours; aerospace/aeronautical museums; aircraft
19 equipment sales, service, and repair; aircraft taxiways; aviation equipment assembly; catering
20 services/flight kitchens; conference facilities; computer and office equipment sales, service, repair
21 and assembly; conference facilities; contractor storage yards; convenience stores; country clubs;
22 dry cleaners; emergency and urgent care medical facilities; facilities related to large scale
23 recreational uses such as a motor sports race track and facilities related thereto, including but not
24 limited to race track, private garages, clubhouse, tuning shop, observation tower, museum, vehicle
25 display areas, underground fuel storage and ancillary uses in support thereof; flight schools;
26 ~~hospitals~~; ice houses; intermodal cargo transfer terminals; ~~libraries~~; manufacture of dairy products,
27 not including dairies; manufacture of grain and bakery products; manufacture and repair of jewelry;
28 manufacture of wearing apparel and accessories; manufacture and repair of measuring devices,

1 watches, clocks and related items; manufacture and repair of optical goods, medical instruments,
2 supplies and equipment, engineering, survey and drafting instruments and photography equipment;
3 manufacture of furniture and fixtures, including cabinets, partitions and similar small items;
4 manufacture of cutlery, tableware, hand tools and hardware; manufacture of plumbing and heating
5 items; manufacture of office and computing machines; manufacture, assembly, testing and repair of
6 components, devices, equipment and systems of an electrical, electronic, or electro-mechanical
7 nature; manufacture of non-alcoholic beverages; manufacture of confectionery products;
8 manufacture and repair of refrigeration and heating equipment; outdoor film studio; paper
9 recycling facilities; parcel delivery services; public parks and public playgrounds; religious
10 institutions; rental car agencies including the storage of rental cars; research and development
11 facilities for biomedical, chemical, electronic, mechanical and other scientific purposes; research
12 and development facilities for precision components and products; and water wells and appurtenant
13 facilities

14 In addition, the permitted uses identified under Section 9.1.a and 12.2b for Planning Area
15 E-2 shall include racetrack recreational units.

16 In addition, the permitted uses identified under Section 9.1.d. and Section 12.2.c shall
17 include above ground natural gas storage less than 6,000 gallons; breweries, distilleries and
18 wineries; community centers; research and manufacture of drugs and pharmaceuticals; and paper
19 storage and recycling within a building.

20 (2) The development standards for Planning Areas A-6 and E-2 of Specific
21 Plan No. 303 shall be the same as those standards identified in Article XII, Section 12.4 of
22 Ordinance No. 348. Provided however that Article XII, Section 12.4(A) is modified to provide that
23 the minimum lot area shall be seven thousand (7,000) square feet with no minimum average width.
24 There shall be no setback from any private street. Article XII, Section 12.4(B)(3) shall apply only
25 to setbacks from calculated public streets. Article XII, Section 12.4(C)(2) is modified to provide
26 that an observation tower built within Planning Areas A-6 and E-2 and built as part of a large scale
27 recreational use shall not exceed 70 feet in height. Article XII, Section 12.4(K) is modified to
28

1 provide that sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks and
2 other sporting activities, shall not be permitted.

3 (3) A maximum of 110 racetrack recreational units in Planning Area E-2 shall be permitted.

4 The following development standards shall apply to the recreational racetrack units:

- 5 a) Minimum lot sizes of 7,000 square feet.
- 6 b) No minimum setback is required from any private street.
- 7 c) Front yard setback shall be a minimum of thirty feet (30').
- 8 d) There shall be no rear yard setback.
- 9 e) Side yard setback shall be a minimum of five feet (5').
- 10 f) No buffer is required for uses contiguous to this Planning Area.
- 11 g) Structures shall provide vehicle storage area on the ground floor of structure.
- 12 h) Access shall be from common access areas or corridors
- 13 i) First floor of structure may include any of the following: cars, lifts, work areas,
14 storage, mechanical, main entry, half baths, bath with locker rooms, washer/dryer
15 area, elevator, stairs, media room, kitchenette area.
- 16 j) Second floor of structure may include any of the following: elevator, stairs,
17 storage, mechanical, bedrooms and closets, bath area, laundry area, family
18 room/game room, kitchen, outside patios, outside planters.
- 19 k) Third floor of structure may include any of the following: bedrooms and closets,
20 bath, elevator, stairs, laundry area, kitchen, dining area, great room, outside patios,
21 mechanical, storage, game room, barbeque area, outside pools and hot tubs, outside
22 planters.
- 23 l) Overnight accommodations shall be limited to forty-five (45) consecutive nights
24 my any owner, visitor, or any occupant including but not limited to any vehicle
25 maintenance staff, housekeeping staff, or any form of groundskeeper. The Home
26 Owner Association shall be responsible for the enforcement of this provision.

27 (34) Except as provided above, all other zoning requirements shall be the same as those
28 requirements identified in Article IX and Article XII of Ordinance No. 348.

Proposed Addendums to CC&Rs and Club Rules & Regulations

CC&R's

ARTICLE 6 – RESTRICTIONS

6.16 "Residential Uses and Overnight Occupancy. Without limiting Section 4.1 above, (a) no portion of the Property shall be used as a primary residence and (b) residential uses and overnight occupancy shall be permitted only on those portions of the Property identified on Exhibit C attached hereto, but such residential use and overnight occupancy shall be limited to ~~ninety (90)~~ forty-five (45) consecutive nights by any owner, ~~renter, visitor or any occupant~~, including but not limited to any vehicle maintenance staff, housekeeping staff, or any form of grounds keeper. Should any occupant stay longer than forty-five (45) consecutive nights, the owner of the property shall, at 12:01 am the forty-sixth (46th) day immediately lose track rights and club privileges. Upon the 50th (fiftieth) day, the property owner will be subject to fines, membership revocation, and/or additional sanctions imposed by the Declarant or OpCo until the violation is remedied. Track rights and club privileges shall be restored upon vacating the property and/or addressing the incurred penalty (penalties)."

ARTICLE 8 – DURATION; MODIFICATION

8.2 Amendment. This Declaration may be amended from time to time, by an instrument in writing, properly executed and acknowledged by the Declarant; except that Section 6.16 shall not be revised without the approval of the County of Riverside Planning Director.

ARTICLE 13 – GENERAL COVENANTS AND RESTRICTIONS

13.10 Accountability Report. OpCo shall prepare and submit to the Riverside County Airport Land Use Commission (ALUC) a quarterly report which shall provide a summary of maximum consecutive night stays, minimum consecutive night stays, average overnight visits, violations incurred and warnings issued for Founder Lots 91 to 201 of Parcel Map No. 36293-1 during the reporting period. In the event an Accountability Report is not provided to ALUC, the Riverside County Code Enforcement Department may take appropriate action for violation.

The Thermal Club Rules and Regulations

Addition of #21 to General Club Rules:

21. Overnight Stays. No portion of the Property shall be used as a primary residence; ~~overnight~~ Overnight occupancy shall be permitted only on those lots approved for overnight stays. Such residential use and overnight occupancy and shall be limited to forty-five (45) consecutive nights by any owner, ~~renter, visitor, or any occupant~~, including but not limited to any vehicle maintenance staff, housekeeping staff, or any form of grounds keeper. Should any occupant stay longer than forty-five (45) consecutive nights, the owner of the property shall, at 12:01 am the forty-sixth (46th) day immediately lose track rights and club privileges. Upon the 50th (fiftieth) day, the property owner will be subject to fines, membership revocation, and/or additional sanctions imposed by the Declarant or OpCo -until the

violation is remedied. Track rights and club privileges shall be restored upon vacating the property and/or addressing the incurred penalty (penalties).

Riverside County Airport Land Use Commission

December 14, 2017 Meeting

Agenda Item #5 CZ 07952

Thermal Operating Company LLC Request for Zoning Change

My Name is Richard Welsh and I represent more than 30 pilots from the Thermal Cochran Airport of which five have accompanied me here today. We have some four concerns with the proposed zoning change before the Commission today.

1. **The proximity of the proposed extension of runway 35/17 to the northern boundary of the Thermal Race Track complex.** Riverside County who owns the Thermal Cochran Airport has plans to extend runway 17 another 2,000 feet south to the right of way of rerouted Avenue 62. Avenue 62 is now the northern boundary of the Thermal Race Track. When the runway extension is completed in the future, any accidental aircraft overrun will end up in the Thermal Race Track. If any type of wall was to be built by the Race Track at its northern boundary, that wall would be unacceptable in case of landing or takeoff overrun.

The Thermal Cochran Airport runway surface is stressed to 850,000 pounds max. A loaded 747 freighter weights 850,000 pounds and has a normal accelerate-stop distance of over 8,900 feet. Riverside County's plans include a freight forwarding operation at the Thermal Cochran Airport in the future which is why the planned runway 17 extension. At present there are over 220 landing and takeoffs a day at Thermal Cochran Airport.

As pilots, we consider any barrier like a wall along the extended runway centerline of a runway an incompatible safety hazard.

- 2. External lighting of the Thermal Race Track.** When the race track was first proposed almost 10 years ago, pilots from the Thermal Cochran Airport requested that external night lighting at the race track be kept to minimum. That request was granted by the final approval for the race track. The reason for the minimum lighting is to suppress any glare to landing pilots at night. A night landing is more complicated than a day landing as the pilots eyes are accustomed to a dark cockpit which enhances the night vision for a landing.

We would like the existing external lighting restriction and lighting fixture height to be enforced in any zoning change or development approval.

- 3. A signed disclosure statement should be required of each owner buying property at the Thermal Race Track that holds Riverside County, airport businesses and pilots harmless for any noise or accident(s) occurring at the Thermal Race Track.** If each owner signs a disclosure statement that they are aware of the airport proximity and the potential for noise and accidents, then they cannot come back at some later time and complain about noise or other problems that normally emanate from an airport in such close proximity as the Thermal Cochran Airport is to the Thermal Race Track.

A good model of a disclosure statement that Riverside County can copy is the Spanish Springs Airport 30 miles northeast of Reno,

Nevada. Over 20 years ago the owners of Spanish Springs Airport noticed a development being planned right off the south end of their airport. The airport owners convinced the Reno County Supervisors to require a disclosure statement to be signed by each owner purchasing a home or lot at this subdivision when the lot or home was closing. You can contact MAX BARTMESS, 9732 STATE ROUTE 445 #410, SPANISH SPRINGS, NV 89441, phone 775-772-8049 as he is the airport owner and was the airport owner when the disclosure statements were required over 20 years ago. Max will be glad to convey how well the disclosure statement has worked for their airport.

The pilots I represent here today are not against proper development of the race track. We just do not want the airport to have restrictions in the future because of the proximity of the race track. The Thermal Cochran Airport has been here since 1942, and we would like it to be here another 75 plus years. Thank you for the time you have given us for our presentation today. We will be glad to answer any questions.

Richard Welsh
50505 Grand Traverse Way
La Quinta, CA 92253
760-238-8420
dick156@earthlink.net

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S. #40

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

www.dot.ca.gov*Making Conservation
a California Way of Life.*

May 23, 2018

Mr. Jason Killebrew, Urban Regional Planner IV
Riverside County Planning Department
County Administrative Center
P.O. Box 1409
4080 Lemon Avenue, 12th Floor
Riverside, CA 92502-1409

Dear Mr. Killebrew:

One of the goals of the California Department of Transportation, Division of Aeronautics (Division), is to assist cities, counties, and Airport Land Use Commissions in the development and implementation of policies that protect the safety and general welfare of their communities in which aeronautical activities take place. We encourage collaboration with our partners in the planning process and thank you for including us in the review of the proposed overrule of the Riverside County Airport Land Use Commission (ALUC) for the Jacqueline Cochran Airport.

On May 3, 2018, the Division received an email with Resolution No. 2018-XXX, Decision and Findings by the County of Riverside (County) to overrule the ALUC Inconsistency Determination related to Specific Plan No. 303 Amendment No. 4 (Project). This Project proposes to amend the Kohl Ranch Specific Plan by adding a new conditionally permitted land use within the founder's lots in Planning Area E2 called Racetrack Recreational Units. The Project proposes the construction of 75 dwelling units referred to as Racetrack Recreational Units. The location of the proposed Project is north of 62nd Avenue, east of Tyler Street, south of 60th Avenue, and west of Polk Street in the unincorporated community of Thermal, California, approximately 750 feet east and 2,000 feet south of the existing southerly terminus of Runway 17/35 of the Jacqueline Cochran Regional Airport.

On December 14, 2017, the proposed Project was found by the ALUC to be inconsistent with the current Riverside County Airport Land Use Compatibility Plan (ALUCP) for the Jacqueline Cochran Regional Airport amended in 2006. The proposed Project was found inconsistent because it exceeds the maximum average number of residential dwelling units allowed in Compatibility Zone C of .2 per acre or one dwelling unit every five acres.

The Division has reviewed the proposed findings provided by the County and has **determined the findings are insufficient to warrant this proposed overrule**. Specifically, the findings are not consistent with the purposes of the statutes set forth in California Public Utilities Code (PUC) section 21670. These findings do not provide substantial evidence that the proposed Project will meet the requirements of PUC section 21670(a) (1) and (2) for addressing public health, safety, and welfare concerns.

The Division agrees with the ALUC that the proposed Project is inconsistent with the current adopted ALUCP for the Jacqueline Cochran Regional Airport. The Division also agrees that the proposed "Racetrack Recreational Units" are in fact residential dwelling units and must be treated as such. These units are individual structures on individual lots available for purchase and are described on the Thermal Club website <http://thethermalclub.com/villas/> as: (1) "Villas that, whether visiting for the weekend or calling their villa home, unabashed luxury is a standard;" (2) "Villas are a member's home-away from home . . .;" (3) "The Thermal Club's residential staff can prepare a villa before a member's arrival..." and (4) "Villas range in size from 8,000 to 15,000 square feet, are three to five bedrooms, and include a large garage."

The proposed Project clearly exceeds the maximum density allowed in Compatibility Zone C. The ALUC acted appropriately in finding the Project inconsistent. ALUCPs are the fundamental tool used by ALUCs in fulfilling their purpose of promoting airport land use compatibility. As mandated in PUC section 21675(a), the ALUC used the criteria of the ALUCP in making its determination of inconsistency.

Based on guidance within and in accordance with the California Public Utilities Code section 21001 relating to the State Aeronautics Act and the California Airport Land Use Planning Handbook (Handbook), the ALUCP limits the area for this proposed Project to an average of one dwelling unit per five acres. The proximity to both runways presents major safety concerns for any dwelling unit.

According to the Handbook's example of Safety Zones that are to be used as a starting point for Airport Land Use Commissions to develop for each of the airports in their jurisdictions, the Project is located primarily in the Handbook's Safety Zones 3 and 4, with small portions in Safety Zones 2 and 6. The Handbook states:

Safety Zone 2 is the Inner Approach/Departure Zone, which has a high risk level with a maximum residential densities average of one dwelling unit per 10 to 20 acres. The Handbook also states to avoid all residential uses except as infill in developed areas.

Safety Zone 3 is the Inner Turning Zone, which has a moderate to high risk level with a maximum residential densities average of one dwelling unit per 2 to 5 acres. The Handbook also states that residential uses should be limited to very low densities.

Safety Zone 4 is the Outer Approach/Departure Zone, which has a moderate risk level with a maximum residential densities average of one dwelling unit per 2 to 5 acres. The Handbook also states that residential uses should be limited to low densities.

Safety Zone 6 is the Traffic Pattern Zone, which has a low risk level with no restrictions on residential dwelling units. However, noise and overflight should be considered.

Mr. Jason Killebrew
May 23, 2018
Page 3

It is the opinion of the Division that this Project will create new noise and safety issues and concerns. We urge the County not to overrule the ALUC on this matter.

Please note: The Division comments are to be included in the public record of any decision to overrule the ALUC.

If you have questions or we may be of further assistance, please contact me at (916) 654-5203 or via email at tony.sordello@dot.ca.gov.

Sincerely,



TONY SORDELLO
Aviation Planner

c: Mr. John Guerin, Principal Planner, Riverside County Airport Land Use Commission,
4080 Lemon Street, 14th Floor, Riverside, CA 92501-6601



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

June 4, 2018

CHAIR
Steve Manos
Lake Elsinore

Mr. Jason Killebrew, Urban Regional Planner IV
Riverside County Planning Department

VICE CHAIR
Vacancy

County Administrative Center
4080 Lemon Street, 12th Floor
Riverside, CA 92502-1409

(VIA HAND DELIVERY)

COMMISSIONERS

Arthur Butler
Riverside

RE: THERMAL MOTORSPORT PROJECT AND JACQUELINE COCHRAN AIRPORT

John Lyon
Riverside

Dear Mr. Killebrew:

Russell Betts
Desert Hot Springs

In commenting on the proposed override, the ALUC will not restate its extensive record. Rather I wish to raise an additional concern if there is an override. The County has dual roles in this case. It is the approving authority and the owner-operator of the airport.

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

It has been argued by the project proponent that the noise issue from the airport is mitigated because of the use of noisy race cars. But the race cars do not operate after dark. But the airport operates 24/7. Aircraft noise that would be drowned out by the race car noise during the day will be disturbing in the late evening and early morning hours. Additionally, the proximity of these dwelling units from the airport creates a greater safety concern.

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

To mitigate the risk from the clustered residential units in close proximity to the runways, it is suggested that the County require indemnification and defense from the project developer and its successors in the real property in the event that one of their residents or lot owners sues the airport for noise nuisance or injury from aircraft operations. I understand that Planning sometimes requires the developer to defend and indemnify the County as the permitting agency. But due to the dual roles, it is recommended that this requirement also runs to the airport where the County is the owner and operator. The indemnification should cover all costs, claims or liability arising from airport and aircraft related operations, not just planning activity or approvals.

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St, 14th Floor
Riverside, CA 92501
(951) 955-5132

This indemnification should be memorialized in a recorded covenant on the lots benefiting from the override.

www.rcaluc.org

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman, ALUC Director

cc: Juan Perez, TLMA Director
Vincent Yzaguirre, EDA Aviation
Robert Fields, Economic and Community Development

July 9, 2018

**VIA E-MAIL AND
FIRST CLASS MAIL**

Tony Sordello
California Department of Transportation
Division of Aeronautics
1120 N Street
P.O. Box 942874
Sacramento, CA 94274-0001
tony.sordello@dot.ca.gov

Re: ***Response To Letter Concerning Riverside County's Proposed Overrule Of The
Airport Land Use Commission's Inconsistency Determination***

Dear Mr. Sordello:

I am in receipt of your May 23, 2018 correspondence regarding the County of Riverside Board of Supervisors' ("County") proposed overrule of the Riverside County Airport Land Use Commission's ("ALUC") inconsistency determination relating to Specific Plan No. 303 Amendment No. 4 (the "Project"). I thank you for your correspondence and write to you on behalf of the Thermal Club, the Project applicant. The purpose of this letter is to respectfully respond to the issues you raised in your May 23, 2018 correspondence.

By way of background, Specific Plan No. 303 (the "Kohl Ranch Specific Plan") was approved in 1999, and three amendments were subsequently approved. Amendment No. 4 proposes to amend the Kohl Ranch Specific Plan by adding a new conditionally permitted land use within the founder's lots in Planning Area E2, called Racetrack Recreational Units. Specifically, the Project proposes to make changes in the north side of Planning Area E2, which is within the Airport Plan's Compatibility Zone C ("Compatibility Zone C"). Compatibility Zone C allows residential development up to one dwelling unit per five acres, or 39 total dwelling units for the approximately 155 acres of the Project site located within Compatibility Zone C. The Project proposes the construction of 74 Racetrack Recreational Units within Compatibility Zone C. Racetrack Recreational Units are distinct from residences, in that they are seasonal units that may be occupied overnight for limited periods, but do not provide permanent residency.

In your letter, you raise the following issues: (1) the proposed Project exceeds the maximum density allowed in Compatibility Zone C; and (2) the Project's proximity to runways will create new noise and safety issues. As detailed below, both of these concerns have been adequately addressed and mitigated by both the County and the Thermal Club.

1. THE PROJECT IS CONSISTENT WITH THE REQUIREMENTS OF COMPATIBILITY ZONE C BECAUSE THE PROPOSED UNITS ARE NOT "RESIDENTIAL."

As noted in the County's detailed Findings in support of the proposed overrule, based on the Jacqueline Cochran Regional Airport Master Plan ("Airport Plan"), the airport projects 110,000 annual flights by 2020. In 2002, annual flights were estimated at 65,000, consisting of 35% single-engine aircraft, 15% twin-engine piston aircraft, 22% twin-engine turboprop aircraft, 26% business/large jet aircraft, and 2% helicopter/other aircraft. The nighttime distribution of flights by aircraft are: 2% single-engine aircraft, 1.5% twin-engine piston aircraft, 5% large jet aircraft, and .5% of business jets/other aircraft.

Areas in close proximity to airports in the County are designated as within a particular Airport Compatibility Zone as defined in the Riverside County Airport Land Use Compatibility Plan. While the Kohl Ranch Specific Plan covers multiple compatibility zones, the proposed Project is entirely within Compatibility Zone C. Compatibility Zone C prohibits children's schools, day care centers, libraries, hospitals, nursing homes, and places of worship but allows residential uses at certain defined densities. As noted above, Compatibility Zone C allows residential development up to one dwelling unit per five acres, or 39 total dwelling units. For the following reasons, *the Project is not inconsistent with the uses and densities permitted in Compatibility Zone C.*

First, the Racetrack Recreational Units are not "residential units." This fact is clearly established through conditions of approval on the Project as well as the Project's Covenants, Conditions and Restrictions ("CC&Rs"). These restrictions include but are not limited to: length of consecutive overnight stays limited to 45 days, prohibition on permanent residency (including no voter registration or school enrollment), and prohibition on rentals of the units. It is well-established that the mere fact of overnight stays does not render a use "residential." (See e.g., *Long Beach v. California Lambda Alpha Epsilon Fraternity* (1967) 255 Cal.App.2d 789, 795-96 ["The living on the premises is not the test. People live in hotels, rest homes, hospitals for the mentally ill, trailer parks and otherwise, but that is not to say that such activities cannot be restricted in an [residential] zone".]) The idea that some incidental "residential" use of a property renders the use itself "residential" is disputed in a number of cases. (See also *Sechrist v. Municipal Court* (1976) 64 Cal.App.3d 737, 747, 749 [stating that certain nonresidential activity, such as the storage of commercial vehicles on the property, is incompatible with residential neighborhood, and is a nonresidential use].) Whether something is a residence depends more on the overall character and purpose of the property, not whether overnight stays or even "living on the premises"

Tony Sordello
July 9, 2018
Page 3

is allowed. Here, the highly restricted nature of the Racetrack Recreational Units confirm that the proposed units are not "residential dwelling units."

Moreover, these restrictions present extraordinary factors that result in essentially limiting the density on the site based on expected and typical use of the units. Therefore, although the Project was determined by ALUC to be inconsistent with the Airport Plan based on maximum potential nighttime occupancy, on most days and nights the Project's typical occupancy would be less than the maximum occupancy. The CC&Rs and County-imposed conditions of approval would limit the amount of consecutive stays for each unit. As a result, it is not anticipated for the Project to constantly or even regularly experience maximum occupancy thresholds of the applicable Airport Plan.

2. TO THE EXTENT THE PROJECT PRESENTS ANY NOISE OR SAFETY ISSUES, THOSE ISSUES HAVE BEEN ADDRESSED AND MITIGATED.

The lots within Compatibility Zone C that would be allowed for overnight occupancy are located on the edge of the zone, adjacent to Compatibility Zone D, where all the existing lots are allowed to have overnight occupancy. The remaining lots in Zone C, on the west side of the racetrack, directly adjacent to Compatibility Zone A, would continue to be prohibited from having overnight occupancy. Therefore, the Project minimizes the potential impact by not allowing overnight stays in the areas closest to the runway thereby reducing the potential for a serious hazard to the public in the event of a potential aircraft accident on the Project site. Indeed, the Racetrack Recreational Units are located along the perimeter of Thermal Motorsport Racetrack and are consistent and complimentary with surrounding land uses to the east, south, and west that include various amenities and uses that support the racetrack. Therefore, as demonstrated, the site is consistent with Public Utility Code section 21670(a)(1) and (2).

Moreover, the Project does not represent a hazard to aircraft in typical flight because the Project does not propose the construction of any new buildings that were not previously considered under the Kohl Ranch Specific Plan, and all buildings are required to comply with all applicable FAA requirements. Therefore, the Project would not result in a safety hazard to aircraft in flight, consistent with Public Utility Code section 21670(a)(1) and (2).

Your noise concerns have similarly been addressed. ALUC's Staff Report for the December 14, 2017 hearing identified that 45 of the Racetrack Recreational Units would be located within the 60 dBA Community Noise Equivalent Level ("CNEL") aircraft noise contour, while some would be located within the 65 dBA CNEL aircraft noise contour, allegedly conflicting with

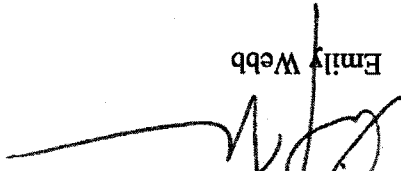
Tony Sordello
July 9, 2018
Page 4

Policy 7.3. However, this policy states only that *new residential subdivisions* are not permissible within these noise contour levels. As noted above, the proposed Project is not a residential subdivision. Further, on March 24, 2015, the Riverside County Board of Supervisors approved a Noise Exemption across the entire Thermal Club site, as track noise often ranges from 88 to 105 dBA. Thus, the Project does not conflict with any County or ALUC policies related to airports. Further, easements are required on all units located within the Thermal Club site, whereby property owners are notified that the Project is in the vicinity of an airport. As such, the owners will be on notice that the Racetrack Recreational Units may be subject to annoyances and inconveniences associated with airport operations. Therefore, noise impacts from flyover aircraft will not impact the Project with excessive noise, consistent with Public Utility Code section 21670(a)(1) and (2).

Accordingly, the Board's proposed overrule of ALUC's inconsistency determination is in accordance with the California Public Utilities Code, and supported by substantial evidence. Please contact the undersigned if you have any questions or additional information relating to this matter. Thank you for your courtesy and attention.

Sincerely,

RUTAN & TUCKER, LLP



Emily Webb

EW:j1

cc: Jason Killebrew (by email only)

Proposed Addendums to CC&Rs and Club Rules & Regulations

CC&R's ARTICLE 6 – RESTRICTIONS

6.16 "Residential Uses and Overnight Occupancy. Without limiting Section 4.1 above, (a) no portion of the Property shall be used as a primary residence and (b) overnight occupancy shall be permitted only on those portions of the Property identified on Exhibit C attached hereto, but such overnight occupancy shall be limited to forty-five (45) consecutive nights by any owner, renter, visitor or occupant, including but not limited to any vehicle maintenance staff, housekeeping staff, or any form of grounds keeper. Should any occupant stay longer than forty-five (45) consecutive nights, the owner of the property shall, at 12:01 am the forty-sixth (46th) day immediately lose track rights and club privileges. Upon the 50th (fiftieth) day, the property owner will be subject to fines, membership revocation, and/or additional sanctions imposed by the Declarant or OpCo until the violation is remedied. Track rights and club privileges shall be restored upon vacating the property and/or addressing the incurred penalty (penalties)."

The Thermal Club Rules and Regulations

Addition of #21 to General Club Rules:

21. Overnight Stays. No portion of the Property shall be used as a primary residence. Overnight occupancy shall be permitted only on those lots approved for overnight stays and shall be limited to forty-five (45) consecutive nights by any owner, renter, visitor, or occupant, including but not limited to any vehicle maintenance staff, housekeeping staff, or any form of grounds keeper. Should any occupant stay longer than forty-five (45) consecutive nights, the owner of the property shall, at 12:01 am the forty-sixth (46th) day immediately lose track rights and club privileges. Upon the 50th (fiftieth) day, the property owner will be subject to fines, membership revocation, and/or additional sanctions imposed by the Declarant or OpCo until the violation is remedied. Track rights and club privileges shall be restored upon vacating the property and/or addressing the incurred penalty (penalties).



**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**

*Juan C. Perez
Agency Director*



10/30/18, 5:17 pm

SP00303A4

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for SP00303A4. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Causes for Revocation

In the event the use hereby permitted under this permit, a) is found to be in violation of the terms and conditions of this permit, b) is found to have been obtained by fraud or perjured testimony, or c) is found to be detrimental to the public health, safety or general welfare, or is a public nuisance, this permit shall be subject to revocation procedures.

Advisory Notification. 2 AND - Hold Harmless

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning the SP No. 303, Amendment 4 or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning the SP No. 303, Amendment 4, including, but not limited to, decisions made in response to California Public Records Act requests; and

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 2 AND - Hold Harmless (cont.)

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars (\$20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

Advisory Notification. 3 AND - Notification Document

The following requirements are included as part of the approval for Specific Plan No. 303, Amendment No. 4 (APN: Portion of 759-180-010, Portion of 759-180-014, Portion of 759-190-014, 759-180-013, 759-190-011, 759-190-013, 759-240-009 thru -018, 759-250-001 thru -29, 759-250-032 thru -040, 759-260-001 thru -038, and 759-270-001 thru -027) and are in addition to the conditions of approval. These include some of the Federal, State and County requirements applicable to this entitlement and subsequent development of the subject property.

Advisory Notification. 4 AND - Project Description & Operational Limits

Summary

The overrule of the inconsistency determination by ALUC would enable Change of Zone No. 7952 and Specific Plan No. 303, Amendment No. 4, to allow the creation of two new Planning Areas (E-2A and E-2B). Within these Planning Areas, a new land use, Racetrack Recreational units, would be created to allow, upon approval of a plot plan, overnight occupancy within a maximum of 75 units that were not previously permitted for such use. In addition, proposal also refines the permitted and conditionally permitted uses intended to reflect the mixed-use environment of this area of the Kohl Ranch Specific Plan

Location

The project site is generally located north of Avenue 62, south of Avenue 60, east of Tyler Street and West of Polk Street in the community of Thermal.

Entitlements

SPECIFIC PLAN NO. 303, AMENDMENT NO. 4 proposes to alter the land use within

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 4 AND - Project Description & Operational Limits (cont.)
the northeastern section of the Kohl Ranch Specific Plan - SP303, specifically by adding two new Planning Areas (E-2A and E2B) within the existing E-2 Planning Area. The intent of the changes to the Specific Plan are to allow for overnight occupancy for identified lots within the new planning areas. The maximum number of lots under consideration for additional overnight occupancy as part of this proposal is 75 units. This amendment would not add additional units, building area, or construction to the Specific Plan.

CHANGE OF ZONE NO. 7852 proposes to amend the Specific Plan zoning text to reflect the land use changes related to the Thermal Club Race Track by adding a new land use called Racetrack Recreational Units. These units have already been approved under previous entitlements; however, did not include a provision for overnight occupancy. The zone text change will provide standards on how these Racetrack Recreational units may be used. The existing and proposed zoning of the proposed Project site will remain Specific Plan.

Advisory Notification. 5 AND - Design Guidelines

Compliance with applicable Design Guidelines:

1. County Wide Design Guidelines and Standards
4. Kohl Ranch Specific Plan (SP No. 303)

Advisory Notification. 6 AND - Federal, State & Local Regulation Compliance

1. Compliance with applicable Federal Regulations, including, but not limited to:
 - National Pollutant Discharge Elimination System (NPDES)
 - Clean Water Act
 - Migratory Bird Treaty Act (MBTA)
2. Compliance with applicable State Regulations, including, but not limited to:
 - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
 - Government Code Section 66020 (90 Days to Protest)
 - Government Code Section 66499.37 (Hold Harmless)
 - State Subdivision Map Act
 - Native American Cultural Resources, and Human Remains (Inadvertent Find)
 - School District Impact Compliance
 - Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation)
 - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)
3. Compliance with applicable County Regulations, including, but not limited to:
 - Ord. No. 348 (Land Use Planning and Zoning Regulations)
 - Ord. No. 413 (Regulating Vehicle Parking)
 - Ord. No. 421 (Excavation Covering & Swimming Pool Safety)
 - Ord. No. 457 (Building Requirements)

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 6 AND - Federal, State & Local Regulation Compliance (cont.)

- Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
- Ord. No. 460 (Division of Land)
- Ord. No. 461 (Road Improvement Standards)
- Ord. No. 484 (Control of Blowing Sand)
- Ord. No. 625 (Right to Farm)
- Ord. No. 630 (Regulating Dogs and Cats)
- Ord. No. 716 (Abandoned, Neglected or Cruelly Treated Animals)
- Ord. No. 771 (Controlling Potentially Dangerous & Dangerous Animals)
- Ord. No. 878 (Regarding Noisy Animals)
- Ord. No. 655 (Regulating Light Pollution)
- Ord. No. 671 (Consolidated Fees)
- Ord. No. 679 (Directional Signs for Subdivisions)
- Ord. No. 742 (Fugitive Dust/PM10 Emissions in Coachella Valley)
- Ord. No. 787 (Fire Code)
- Ord. No. 847 (Regulating Noise)
- Ord. No. 857 (Business Licensing)
- Ord. No. 859 (Water Efficient Landscape Requirements)
- Ord. No. 915 (Regulating Outdoor Lighting)
- Ord. No. 916 (Cottage Food Operations)
- Ord. No. 925 (Prohibiting Marijuana Cultivating)
- Ord. No. 927 (Regulating Short Term Rentals)
- Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)

4. Mitigation Fee Ordinances

- Ord. No. 659 Development Impact Fees (DIF)
- Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)
- Ord. No. 673 Coachella Valley Transportation Uniform Mitigation Fee (CV TUMF)
 - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
 - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)
 - Ord. No. 875 Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP)

Advisory Notification. 7 AND - Use Expiration

This approved permit shall be used within eight (8) years from the approval date; otherwise, the permit shall be null and void. The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval. Prior to the expiration of the 8 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved,

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 7 AND - Use Expiration (cont.)
the total time allowed for use of the permit shall not exceed ten (10) years.

BS-Grade

BS-Grade. 1 SP ALL CLEARNC'S REQ'D B 4 PMT

Prior to issuance of a grading permit, all certifications affecting grading shall have written clearances. This includes, but is not limited to, additional environmental assessments, erosion control plans, geotechnical/soils reports, and departmental clearances.

BS-Grade. 2 SP GSP 1 ORD. NOT SUPERSEDED

Anything to the contrary, proposed by this Specific Plan, shall not supersede the following: All grading shall conform to the California Building code, County General Plan, Ordinance 457 and all other relevant laws, rules and regulations governing grading in Riverside County

Fire

Fire. 1 SP #47 SECONDARY ACCESS

In the interest of Public Safety, the project shall provide an Alternate or Secondary Access(s) as stated in the Transportation Department Conditions. Said Alternate or Secondary Access(s) shall have concurrence and approval of both the Transportation and Fire Departments and shall be maintained throughout any phasing.

Fire. 2 SP #71 ADVERSE IMPACTS

The proposed project will have a cumulative adverse impact on the Fire Department's ability to provide an acceptable level of service. These impacts include an increased number of emergency and public service calls due to the increased presence of structures and population. The project proponents/developers shall participate in the development Impact fee program as adopted by the Riverside County Board of Supervisors to mitigate a portion of these impacts. This will provide funding for capitol improvements such as land/equipment purchases and fire station construction.

The Fire Department reserves the right to negotiate developer agreements associated with the development of land and/or construction of fire facilities to meet service demands through the regional integrated fire protection response system.

Fire. 3 SP #85 FINAL FIRE REQUIRE

Final fire protection requirements and impact mitigation measures will be determined when specific project plans are submitted.

Fire. 4 SP #87 OFF SET FUNDING

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 5 SP MULTIFAMILY ENERGY GEN (cont.)

All multifamily attached residential implementing projects with sub Homeowners Associations serving as professional management shall add renewable energy generating technology to the site to reduce non renewable electricity.

Planning. 6 SP - ACOUSTICAL STUDY REQUIRED

Prior to the approval of any implementing project within any residential Planning Areas of the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"PRIOR TO PROJECT APPROVAL, an acoustical study shall be submitted to the Planning Department and the Department of Environmental Health Industrial Hygiene Division for review and approval.

This condition shall be considered MET if the relevant study has been approved by the Planning Department and the Department of Environmental Health Industrial Hygiene Division. This condition may be considered as NOT APPLICABLE if the Planning Department determines that the required study is not necessary.

The submittal of this study mandates that a CEQA determination of an Addendum to a previously adopted EIR be made, at a minimum."

Planning. 7 SP - ADDENDUM EIR

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"This implementing project has been reviewed in the context the EIR, which is associated with this SPECIFIC PLAN. The Planning Department has reviewed this project and its relationship to the EIR, and has found that no new environmental impacts have arisen since the certification of the EIR. Although the EIR adequately addressed the environmental impacts of the SPECIFIC PLAN as a whole, more detailed technical information (i.e. traffic studies, updated biological studies, etc.) have been required by the Planning Department and/or other COUNTY land development review departments in order to complete its environmental review. Therefore, an ADDENDUM to the previously certified EIR has been prepared in conjunction with this implementing application.

This condition shall be considered MET if an ADDENDUM to the EIR has been prepared. Alternatively, this condition shall be considered as NOT APPLICABLE if an ADDENDUM to the EIR is not required."

Planning. 8 SP - AG/DAIRY NOTIFICATION

Prior to the approval of any implementing residential land division within the SPECIFIC PLAN, the following condition of approval shall be applied to the implementing project

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 8
stating that:

SP - AG/DAIRY NOTIFICATION (cont.)

"PRIOR TO MAP RECORDATION, the applicant shall submit a detailed proposal for the notification of all initial and future purchasers of dwelling units within the subject project of the existence of dairies and/or other agricultural uses within one half mile of the property and potential impacts resulting from those uses. Said notification shall be in addition to any notice required by Ordinance No. 625 (Riverside County Right to Farm Ordinance). Said approved notification shall be provided to all initial and all future purchasers of dwelling units within the subject project."

Planning. 9

SP - AMENDMENT REQUIRED

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"If this implementing project meets any of the following criteria, an amendment to the SPECIFIC PLAN shall be required and processed concurrently with this implementing project:

1. The implementing project adds any area to, or deletes area from, the SPECIFIC PLAN;
2. The implementing project proposes a substantially different use than currently allowed in the SPECIFIC PLAN (i.e. proposing a residential use within a commercially designated area); or
3. as determined by the Planning Director.

Any amendment to the SPECIFIC PLAN, even though it may affect only one portion of the SPECIFIC PLAN, shall be accompanied by a complete specific plan document which includes the entire specific plan, including both changed and unchanged parts.

This condition shall be considered MET if the specific plan amendment has been filed, and NOT APPLICABLE if a specific plan amendment is determined to be unnecessary."

Planning. 10

SP - ARCHAEO M/M PROGRAM

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"PRIOR TO THE ISSUANCE OF GRADING PERMITS, the project applicant shall enter into an agreement with a qualified archaeologist. This agreement shall include, but not be limited to, the preliminary mitigation and monitoring procedures to be implemented during the process of grading, as found in the EIR. A copy of said agreement shall be submitted to the Planning Department. No grading permits will be issued unless the

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 12 SP - CC&R RES PRI COMMON AREA (cont.)

3. A sample document, conveying title to the purchaser of an individual lot or unit, which provides that the declaration of covenants, conditions and restrictions is incorporated therein by reference; and,

4. A deposit equaling three (3) hours of the current hourly fee for Review if Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted for County Counsel review.

The declaration of covenants, conditions and restrictions submitted for review shall a) provide for a minimum term of 60 years, b) provide for the establishment of a property owners' association comprised of the owners of each individual lot or unit as tenants in common, c) provide for ownership of the common area by either the property owners' association or the owners of each individual lot or unit as tenants in common, and (d) contain the following provisions verbatim:

"Notwithstanding, any provision in this Declaration to the contrary, the following provisions shall apply:

The property owners' association established herein shall manage and continuously maintain the 'common area', more particularly described on Exhibit '___', attached hereto, and shall not sell or transfer the 'common area' or any part thereof, absent the prior written consent of the Planning Director of the County of Riverside or the County's successor in interest.

The property owners' association shall have the right to assess the owners of each individual lot or unit for the reasonable cost of maintaining such 'common area' and shall have the right to lien the property of any such owner who defaults in the payment of a maintenance assessment. An assessment lien, once created, shall be prior to all other liens recorded subsequent to the notice of assessment or other document creating the assessment lien.

This Declaration shall not be terminated, 'substantially' amended, or property deannexed there from absent the prior written consent of the Planning Director of the County of Riverside or the County's successor in interest. A proposed amendment shall be considered 'substantial' if it affects the extent, usage or maintenance of the 'common area' established pursuant to this Declaration.

In the event of any conflict between this Declaration and the Articles of Incorporation, the Bylaws, or the property owners' association Rules and Regulations, if any, this Declaration shall control."

Once approved by the Office of County Counsel, the declaration of covenants, conditions and restrictions shall be recorded the Planning Department with one copy

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 20 SP - EA REQUIRED (cont.)
not be DEFERRED."

Planning. 21 SP - ENTRY MONUMENTATION

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"PRIOR TO THE ISSUANCE OF BUILDING PERMITS, the following language shall be added to the landscaping requirements of the implementing project:

1. An entry monument shall be shown on the Exhibit ____.
2. The entry monument shall be in substantial conformance to the design guidelines of Planning Area ____ of the SPECIFIC PLAN, as shown on pages ____ to ____."

Planning. 22 SP - GENERIC M/M PROGRAM

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"PRIOR TO THE ISSUANCE OF GRADING PERMITS, the project applicant shall provide to the Planning Department a detailed proposal for complying with the preliminary mitigation and monitoring procedures described in the EIR for SPECIFIC PLAN 303 AMENDMENT NO. 4 during the process of grading. Grading permits will not be issued unless the preliminary mitigation and monitoring procedures as described in the EIR are substantially complied with."

Planning. 23 SP - GEO STUDY REQUIRED

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"PRIOR TO PROJECT APPROVAL, a geological/geotechnical study shall be submitted to the Planning Department Engineering Geologist for review and approval.

This condition shall be considered MET if the relevant study has been approved by the Planning Department. This condition may be considered as NOT APPLICABLE if the Planning Department determines that the required study is not necessary. The submittal of this study mandates that a CEQA determination of an Addendum to a previously adopted EIR be made, at a minimum."

Planning. 24 SP - HYDRO STUDY

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 24 SP - HYDRO STUDY (cont.)
the implementing project:

"PRIOR TO PROJECT APPROVAL, a HYDROLOGY study shall be submitted to the Planning Department for review and approval.

This condition shall be considered MET if the relevant study has been approved by the Planning Department. This condition may be considered as NOT APPLICABLE if the Planning Department determines that the required study is not necessary.

The submittal of this study mandates that a CEQA determination of an Addendum to a previously adopted EIR be made, at a minimum."

Planning. 25 SP - IF HUMAN REMAINS FOUND .

Prior to the approval of any land division or development permit (use permit, plot plan, etc.), a condition of approval shall be applied to the land division or development permit, and shall read as follows:

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resource Code section 5097.98. The County Coroner shall be notified of the find immediately. If the remains are determined to be prehistoric, the coroner shall notify the Native American Heritage Commission, which will determine and notify the appropriate NATIVE AMERICAN TRIBE who is the most likely descendent. The descendent shall inspect the site of the discovery and make a recommendation as to the appropriate mitigation. After the recommendations have been made, the land divider, a Native American Tribe representative, and a County representative shall meet to determine the appropriate mitigation measures and corrective actions to be implemented.

Planning. 26 SP - Limits of SP DOCUMENT

No portion of the SPECIFIC PLAN which purports or proposes to change, waive or modify any ordinance or other legal requirement for the development shall be considered to be part of the adopted specific plan. Notwithstanding o above, the design guidelines and development standards of the SPECIFIC PLAN or hillside development and grading shall apply in place of more general County guidelines and standards.

Planning. 27 SP - M/M PROGRAM (GENERAL)

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"The EIR and Addendum prepared for the SPECIFIC PLAN imposes specific mitigation measures and monitoring requirements on the project. Certain conditions of the SPECIFIC PLAN and this implementing project constitute reporting/monitoring requirements for certain mitigation measures."

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 31 SP - PALEO M/M PROGRAM (cont.)

"PRIOR TO THE ISSUANCE OF GRADING PERMITS, the project applicant shall enter into an agreement with a qualified paleontologist. This agreement shall include, but not be limited to, the preliminary mitigation and monitoring procedures to be implemented during the process of grading.

A copy of said agreement shall be submitted to the Planning Department. No grading permits will be issued unless the preliminary mitigation and monitoring procedures as described in the EIR are substantially complied with."

Planning. 32 SP - PARK AGENCY REQUIRED

Prior to the approval of any implementing land division project within the SPECIFIC PLAN (i.e. tract map, or parcel map), the following condition shall be placed on the implementing project:

"PRIOR TO MAP RECORDATION of any subdivision, or other residential development application, all portions of this implementing project not currently within the boundaries of the Desert Recreation and Park District or a similar entity such as a County Service Area/District that has been designated by the Board of Supervisors, pursuant to Section 10.35(G) of Ordinance No. 460, to receive park dedications and fees. Documentation of said annexation shall be provided to the Planning Department.

This condition shall be considered as NOT APPLICABLE if the Desert Recreation and Parks District is unwilling or unable to annex the property in question."

Planning. 33 SP - PHASE IV MONITOR REPORT

Prior to the scheduling for a public hearing/approval/action of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

Prior to Grading Permit Final (Archaeological Monitoring/Phase IV Report Submittal): The developer/holder shall prompt the Project Archaeologist to submit one (1) wet signed paper copy and (1) CD of a Phase IV Cultural Resources Monitoring Report that complies with the

Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The County Archaeologist shall review the report to determine adequate compliance with the approved conditions of approval. Upon determining the report is adequate, the County Archaeologist shall clear this condition.

Planning. 34 SP - POST GRADING REPORT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 1 SP INADVERTANT ARCHAEO FINDS (cont.)

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

If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.

1. All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), to discuss the significance of the find.

2. At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

3. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

Planning-CUL. 2 SP IF HUMAN REMAINS FOUND

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

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be

Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Planning /Director.

Transportation

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 SP - LANDSCAPING PLANS (cont.)

Transportation. 1 SP - LANDSCAPING PLANS

All landscaping plans shall be prepared in accordance with Ordinance No. 859.2 (as adopted and any amendments thereto), the Riverside County Guide to California Landscaping, and Ordinance No. 348, Section 18.12. In the event conflict arises between Ordinance No. 859.2 and the SPECIFIC PLAN, then the requirements of Ordinance No. 859.2 shall prevail.

Transportation. 2 SP - LC LANDSCAPE CONCEPT PLAN

Prior to the approval of any implementing land division project within the SPECIFIC PLAN (i.e. tract map or parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

Provide two (2) sets of plans on 24" x 36" sheet at 20 scale that includes a title block, north arrow, limit of work lines, hardscape features, graphic scale, street names, elevation drawings, etc. The plan shall clearly depict concept designs and theme elements for the expected future final landscaping, shading, and parking plan (the final planting and irrigation plans would normally be submitted as a minor plot plan and approved prior to the issuance of building permits). For guidance, please review Section 18.12, Sections 19.300 through 19.304 of Ordinance No. 348, Ordinance No. 859 (as adopted and any amendments thereto), and the Riverside County Guide to California Friendly Landscaping. No irrigation system information is required at the conceptual landscape phase.

Conceptual landscape plan shall also provide information on the size, number, genus, species, common name, spacing, plant factor, size, and symbol of trees, bushes and groundcover to be provided within landscaped areas and in other open space areas within the project. Top dressing(s) should be described, including the areas devoted to living groundcovers. All plants must be selected from the Riverside County California Friendly Plant List. Special features, such as rockwork, fencing, water features, recreational trails, MSCHP regulated areas, etc. shall be identified. The conceptual landscape plan shall consider existing landscaping on adjacent and nearby properties and provide a logical transition to the on site landscaping concepts with designs to prevent abrupt contrasts between properties.

If impacts to on site or nearby biological resources require special treatments, the planting plans shall be reviewed and approved by a professional biologist from the County's official list.

If the project is in the Coachella Valley, the landscape architect shall coordinate with the Riverside County Agricultural Commissioner's for a current list of quarantine plant materials. The number for the Agricultural Commissioner's office is 760 863 8291. The conceptual landscape plan shall be prepared in a professional manner by a California Licensed Landscape Architect.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 3 SP - LC LNDSCP CMN AREA MNTNN (cont.)

Transportation. 3 SP - LC LNDSCP CMN AREA MNTNN

Prior to the approval of any implementing land division project within the SPECIFIC PLAN (i.e., tract map or parcel map), the following condition shall be placed on the implementing application:

"PRIOR TO MAP RECORDATION, the following procedures for common area maintenance procedures shall be complied with:

a. A permanent master maintenance organization shall be established for the specific plan area to assume ownership and maintenance responsibility for all common recreation, open space, circulation systems and landscaped areas. The organization may be public or private. Merger with an area wide or regional organization shall satisfy this condition provided that such organization is legally and financially capable of assuming the responsibilities for ownership and maintenance. If the organization is a private association then neighborhood associations shall be established for each residential development, where required, and such associations may assume ownership and maintenance responsibility for neighborhood common areas.

b. Unless otherwise provided for in these conditions of approval, common open areas shall be conveyed to the maintenance organization as implementing development is approved or any subdivision as recorded.

c. The maintenance organization shall be established prior to or concurrent with the recordation of the first land division. Any agreements with the maintenance organization shall stipulate that maintenance of landscaped areas will occur in accordance with Ordinance No. 859 (as adopted and any amendments thereto) and the Riverside Guide to California Friendly Landscaping.

Transportation. 4 SP - LC LNDSCP CMN AREA MNTNN (Continued)

d. Covenants, Conditions, and Restrictions for the SPECIFIC PLAN shall prohibit the use of water intensive landscaping and require the use of low water use landscaping pursuant to the provisions of Ordinance No. 859 (as adopted and any amendments thereto).

Covenants, Conditions, and Restrictions for the SPECIFIC PLAN shall incorporate provisions concerning landscape irrigation system management and maintenance for the purpose of facilitating the water efficient landscaping requirements of Ordinance No. 859 (as adopted and any amendments thereto). The common areas to be maintained by the master maintenance organization shall include, but not be limited to, the following: Planning Area(s) _____.

Transportation. 5 SP - SOUTH VALLEY PARKWAY

The County is in the process of establishing a Road and Bridge Benefit District (RBBD) for the South Valley Parkway area, which includes this project site, in order to mitigate cumulative traffic impacts. A "South Valley Parkway Traffic Study and Roadway

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 5 SP - SOUTH VALLEY PARKWAY (cont.)
Phasing Plan", dated April 4, 2007, has been prepared which identifies cumulative impacts and the needed levels of transportation improvements to achieve acceptable Levels of Service.

The South Valley Parkway RBBB is currently in the planning stage, and the County is coordinating the preparation of a nexus study and refinements to the scope of improvements to be funded under the RBBB. These additional studies will provide the basis for establishing the RBBB fee structure.

Prior to the issuance of building permits for any implementing project for SP00303A3, whether a development plan, or recordation of an implementing subdivision map, each individual project within any phase of SP00303A4 shall be asked to pay the RBBB fee once it has been established and adopted. In the event the RBBB is not formed prior to the time when an implementing project is ready to record a map or obtain a building permit (for non residential projects), the proponent of the individual project will have the option of paying an estimated RBBB fee or making a roadway improvement as its proportional share of mitigating cumulative impacts or as approved by the Transportation Department.

Transportation. 6 SP - SP303A4/CREDIT

In order to receive any fee credit or reimbursement for improvements, the project proponent shall contact the Transportation Department and enter into an agreement for fee credit or reimbursement prior to advertising. All work shall be preapproved by and shall comply with the requirements of the Transportation Department and the public contracts code in order to be eligible for fee credit or reimbursement.

To enter into an agreement, please contact our Funding Programs group at (951) 955 1667.

For more information regarding the public work bidding requirements please visit the following link: [http://rctlma.org/trans/Contractors Corner](http://rctlma.org/trans/Contractors%20Corner)

Transportation. 7 SP - SP303A4/IMPROVEMENTS

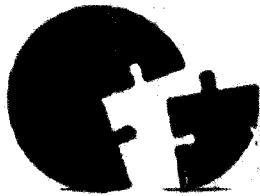
All roads shall be improved per the recommended General Plan or Specific Plan designation, as approved by the County Board of Supervisors, or as approved by the Transportation Department.

Transportation. 8 SP - SP303A4/WRCOG TUMF

The project proponent shall be required to pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance of a building permit, pursuant to Ordinance No. 673.

ENVIRONMENTAL IMPACT REPORT No. 396, ADDENDUM No. 8

The Kohl Ranch Specific Plan No. 303, Amendment No. 4



**RIVERSIDE COUNTY
PLANNING DEPARTMENT**

Prepared by:

**County of Riverside
Planning Department
4800 Lemon Street, 12th Floor
Riverside, California 92501**



Assisted by:

**Albert A. WEBB Associates
3788 McCray Street
Riverside, California 92506**

DATE: August 23, 2018

EA No. 43068

INTRODUCTION TO ENVIRONMENTAL IMPACT REPORT No. 396, ADDENDUM No. 8 Environmental Assessment No. 43068

The proposed Project will create two new Planning Areas: E-2A and E-2B, and adding a new land use: "Racetrack Recreational Unit." The "racetrack recreational unit" structures were previously approved as "Founders Lots" under previous entitlements, however, prohibited overnight. The new planning areas would allow for "racetrack recreational unit" usage on up to 75 lots. Racetrack recreational units are considered a non-residential use identified as a member villa accessible 24 hours a day, seven days a week. The Racetrack Recreational Unit provides a private space for a Thermal Club members to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. The unit would be restricted from permanent residency, and has limitations imposed by the club for duration of stays. This requires an amendment to SP No. 303A3. Thus, the Kohl Ranch Specific Plan No. 303, Amendment 4 (Case No. SP00303A4), referred to as or "SPA4" is a result of the proposal to create two new Planning Areas (E-2A and E-2B) that add a "racetrack recreational unit" to the list of allowable uses under the Mixed Use Land Use designation for Planning Areas E-2A and E-2B. The Change of Zone (Case No. CZ07952) proposes to modify the specific plan zoning ordinance text to create two new Planning Areas (E-2A and E-2B) that add "racetrack recreational unit" to the list of allowable uses for these Planning Areas. The proposed Project lies within the same area as previously analyzed under Environmental Impact Report 396 and its subsequent addendums. As the project will create no new impacts, an Addendum to EIR396 is the appropriate CEQA documentation.

For the purpose of the following analysis, EIR396, EIR396-A1, EIR396-A2, EIR396-A3, EIR396-A4, EIR396-A5, EIR396-A6, and EIR396-A7 are jointly referred to as the "Previously Approved Project" or "Previous CEQA Documents."

Under the *State CEQA Guidelines*, Section 15162, if an Environmental Impact Report (EIR) has been prepared for a project, there is a strong presumption against requiring further environmental review. Public Resources Code 21166 provides that once an EIR has been completed, the lead agency may not require a subsequent or supplemental EIR unless:

- Substantial changes are proposed in the project that will require major revisions of the EIR ;
- Substantial changes have occurred in the circumstances under which the project is being undertaken that will require major revisions in the EIR; or
- New information of substantial importance to the project that was not known and could not have been known at the time the EIR was certified as complete becomes available.

The *State CEQA Guidelines* further clarify these criteria by providing that further environmental review is required only if proposed changes to the project will require "major revisions" to the previously approved EIR because of new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts (14 CCR 15162). Therefore, once an EIR has been approved, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

- 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, shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous EIR;
 - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - 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 measure or alternative; or
 - d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. (14 CCR 15162).

In processing the Pending Applications in conformity with CEQA, the attached Environmental Assessment (EA) was conducted to determine if the changes proposed by the Project, represented by the Pending Applications, will trigger any new or more severe significant environmental impacts as compared to those analyzed in the context of EIR396. The EA therefore classifies impacts in one of four ways:

Potentially Significant New Impact

This category is utilized for any potentially significant new impact that was not analyzed in EIR396, EIR396-A1, EIR396-A2, EIR396-A3, EIR396-A4, EIR396-A5, EIR396-A6, or EIR396-A7.

Less than Significant New Impact with Mitigation Incorporated

This category is utilized for any new impacts which were not analyzed or found less than significant in EIR396, EIR396-A1, EIR396-A2, EIR396-A3, EIR396-A4, EIR396-A5, EIR396-A6, or EIR396-A7 but are nonetheless found to be less than significant with mitigation incorporated.

This category is also utilized to identify impacts which are equal to or less than the impacts found and analyzed EIR396, EIR396-A1, EIR396-A2, EIR396-A3, EIR396-A4, EIR396-A5, EIR396-A6, or EIR396-A7 that require revised or eliminated mitigation measures that are specific to the proposed Project.

Less than Significant New Impact

This category is utilized for any new impacts which were not analyzed or found in EIR396, EIR396-A1, EIR396-A2, EIR396-A3, EIR396-A4, EIR396-A5, EIR396-A6, or EIR396-A7 but which are nonetheless less than significant.

No New Impact

This category is utilized for impacts which are equal to or less than the impacts found and analyzed in EIR396, EIR396-A1, EIR396-A2, EIR396-A3, EIR396-A4, EIR396-A5, EIR396-A6, or EIR396-A7.

The result of the EA is that the environmental impacts of the proposed Project, as modified by the Pending Applications, do not require substantial changes to EIR396, will not create any form of significant environmental impacts which were not previously analyzed in the Previous CEQA Documents, nor will the impacts of the modified project be more severe than those already analyzed in the Previous CEQA Documents. Given that fact, the Riverside County Planning Department determined that an Addendum to EIR396 is the proper form of environmental review for the Pending Applications based on the following facts:

- No changes to the Specific Plan boundaries are being proposed. As a result, the environmental impacts to natural land resources that are associated with the physical boundary of the Project have already been analyzed. For example, potential impacts to agricultural resources, biological resources, cultural

resources, geology and soils, hydrology/water quality, and mineral resources would be no greater than the effects that were previously analyzed.

- Although the proposed Project would add "racetrack recreational unit" as an allowable use under the Mixed Use land use designation, the change will not result in additional dwelling units or intensity than already analyzed in previous CEQA documents, since the racetrack recreational unit structures were previously approved as "Founders Lots" under previously entitlements. As such, the proposed land uses were accounted for in the aggregate unit count that was used to prepare the Water Supply Assessment for EIR396-A-2. Therefore, the proposed Project would not increase water demand beyond what was previously analyzed.
- Since no changes to the Specific Plan land uses or to the allowable land uses are being proposed that will increase the intensity of the site, the potential impacts to air quality are no worse than those previously analyzed.
- The proposed Project does not include any revisions to the Circulation Plan approved for SP No. 303A3 and analyzed in EIR396-A5.
- The proposed project will not result in any changes to the number of trips per day than those estimated in EIR396-A6.
- The proposed Project will not substantially alter the present or planned land use of the area, and noise impacts from operations will be similar to those examined previously.
- Subsequent to the certification of EIR396-A7, no new information of substantial importance has become available which was not known or could not have been known at the time EIR396-A-6 was prepared.
- Mitigation measures identified in EIR396-A7, other than those that have been changed as a result of this EIR Addendum, remain appropriate and feasible for the proposed Project.

This Introduction, the EA and the mitigation monitoring program collectively make up the Environmental Impact Report No. 396, Addendum No. 8 (EIR396-A8), applicable to the Pending Applications, referred to from this point on as the proposed "Project."

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: 43068
Project Case Type (s) and Number(s): SP00303A4 and CZ07952
Lead Agency Name: Riverside County Planning Department
Address: 4080 Lemon Street, 12th Floor, Riverside CA 92502
Contact Person: Jason Killebrew, Project Planner
Telephone Number: (951) 955-0314
Applicant's Name: Thermal Operating Company, LLC
Applicant's Address: 1983 W. 190th Street, Suite 100, Torrance CA 90504

I. PROJECT INFORMATION

Background

In 1999, the County of Riverside approved The Kohl Ranch Specific Plan No. 303 (SP), which was prepared pursuant to the authority granted to the County by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 655450 to 65457. The SP included land uses which allow for development of approximately 7,161 single family residential dwelling units, as well as commercial and industrial land uses, and open space. In conjunction with its approval of the SP, the County of Riverside complied with the California Environmental Quality Act ("CEQA") by preparing and certifying Environmental Impact Report No. 396 (EIR396). The SP was later modified by the County of Riverside's approval of Amendment No. 1 (SP No. 303A1) and EIR396, Addendum No. 1 (EIR396-A1), adopted January 28, 2003. In April, 2010, the Applicant requested that the County of Riverside determine whether a member's private automotive race course was a use which substantially conformed to the permitted uses within the Heavy Industrial and Open Space zones within the SP. On April 7, 2010, the County of Riverside Planning Commission determined that the proposed race course was a use in substantial conformance with the Heavy Industrial and Open Space zones within the SP. Subsequently, SP No. 303A1 was modified to include this use by County of Riverside approval of Amendment No. 2 (SP No. 303A2) and EIR396, Addendum No. 2 (EIR396-A2), adopted June 7, 2011. This approval also included related entitlement applications for the Thermal Club Motorsports Track including Plot Plan 24690, Tentative Parcel Map 36315, and Tentative Parcel Map 36293. The Applicant requested revisions to the motorsports track including design modifications and construction phasing. On April 1, 2014, the County approved and adopted Plot Plan 24690 Revised Permit No. 1 (PP24690R1), Minor Change to Tentative Parcel Map 36293 (PM36293M1), and EIR 396, Addendum No. 3 (EIR396-A3). Plot Plan 24690 included approval of a public kart racing track for development in planning area A-6 of SP No. 303A2. 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 and grading of track area took place. On May 19, 2015, the County approved Plot Plan No. 25677 (PP25677) and EIR 396, Addendum No. 4 (EIR396-A4) which also covered Tentative Parcel Map No. 36735 (PM36735) which was approved July 15, 2015, providing entitlements allowing for development of the BMW Driver Training Facilities which includes a driver instruction track related to The Thermal Club Motorsports Park located in northern area of Planning Area A-6. PM36735 subdivided PA-6 into 9 parcels; one parcel located north of Jasper Lane for the BMW Facility and 8 parcels south of Jasper Lane for what are currently being proposed for development under Plot Plan No. 26120 and known as the Jasper Lots. On March 24, 2015, the County of Riverside approved the Kohl Ranch Specific Plan No. 303, Amendment No. 3 (SP No. 303A3) Change of Zone (CZ07852), Noise Exemption (NE06), and EIR396, Addendum No. 5 (EIR396-A5) to create new planning areas within the Thermal Club boundaries and change land use designations to mixed and allow some overnight accommodations in the southern units around the track. The approved Noise

Ordinance Exception (NE06) provides for a continuous event exception to the provisions of Ordinance No. 847 as outlined in Section 7 of the Ordinance to the uses within the boundaries of the Thermal Club because the track units contiguous to the track will be placed in an environment where noise is continually higher when racing and maintaining vehicles than is permitted by the Ordinance without such an exception. TR36851 created duplex units on certain lots within planning areas E-6 and was subsequently approved by the County July 21, 2015 but covered within EIR396-A5. On July 31, 2017, the County of Riverside Approved Plot Plan No. 26120 (PP26120) and Plot Plan No. 26121 (PP26121), and EIR396, Addendum No. 6 (EIR396-A6). PP26120 was approved for development of eight structures along Jasper Lane for warehouse and office use ranging in size from 13,600 square feet to 20,300 square feet for a total square footage of 135,549 square feet. PP 26121 was approved for development of fifteen structures for warehouse and office uses along Ascot Drive with structures ranging in size from 19,400 square feet to 64,500 square feet for a total square footage of 361,800 square feet. On March 19, 2018, the County of Riverside approved Plot Plan No. 24690 Revision No. 2 and EIR396 – Addendum No. 7 (EIR396-A7). PP24690R2 was approved for development of a Member’s Club located on an approximately 5.4 acre parcel located in Planning Area E-6 of SPA3 consisting of a 3,354 square foot recreational center with three tennis and game courts, a 2,280 square foot adult pool, 3,578 square foot kids pool, plus 1,647 square foot fitness center with 1,420 square foot locker room, and six hotel suite buildings totaling 23,040 square feet (2,320 square feet per building) housing 8 suites inside each building. PP24690R2 was also approved for development of a trackside garage with a viewing deck located in Planning Area E-2 of SPA3. The trackside garage was approved as two-story 7,040 square feet with viewing deck on an approximately 140 acre parcel.

The Applicant now proposes amendment number 4 (SP00303A4) to the Specific Plan, along with related applications including Change of Zone CZ07952 (collectively the “Pending Applications”). The Pending Applications provide the entitlements allowing for proposed changes in land use allowances for uses related to The Thermal Club Motorsports Park.

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 (SP No. 303A1), 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 (SP No. 303A2), 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. 4**
Environmental Impact Report No. 396, Addendum No. 4 (EIR396-A4) was prepared for Plot Plan 25677 (PP25677) and approved by the County of Riverside May 19, 2015. Tentative Parcel Map 36735 (PM36735) was subsequently approved by the County July 21, 2015 but covered within EIR396-A4.

▪ **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. TR36851 was subsequently approved by the County July 21, 2015 but covered within EIR396-A5.

▪ **Environmental Impact Report No. 396, Addendum No. 6**

Environmental Impact Report No. 396, Addendum No. 6 (EIR396-A6) was prepared for Plot Plan No. 26120 (PP26120) and Plot Plan No. 26121 (PP26121) approved by the County of Riverside July 31, 2017.

▪ **Environmental Impact Report No. 396, Addendum No. 7**

Environmental Impact Report No. 396 Addendum No. 7 (EIR396-A7) was prepared for Plot Plan No. 24690 Revision No. 2 approved by the County of Riverside March 19, 2018.

For the purpose of the following analysis, EIR396, EIR396-A1, EIR396-A2, EIR396-A3, EIR396-A4, EIR396-A5, EIR396-A6, and EIR396-A7 are jointly referred to as the "Previously Approved Project" or "Previous CEQA Documents."

Project Description:

The proposed Project will create two new Planning Areas: E-2A and E-2B. These Planning Areas provide the same allowable uses as under the Mixed Use land use designation Planning Area E-2 but add "racetrack recreational unit." Planning Areas E-2A and E-2B are located in the northeasterly area of the project site as depicted in Figure 1, Project Site – (Planning Areas E-2A, and E-2B). Planning Areas E-2A will allow up to 58 lots and Planning Area E-2B will allow up to 16 lots to be utilized as Racetrack Recreational Units. This requires an amendment to SP No. 303A3. Thus, the Kohl Ranch Specific Plan No. 303, Amendment 4 (Case No. SP00303A4), referred to as or "SPA4" is a result of the proposal to create two new Planning Areas (E-2A and E-2B) that add a "racetrack recreational unit" to the list of allowable uses under the Mixed Use Land Use designation for Planning Areas E-2A and E-2B. The Change of Zone (Case No. CZ07952) proposes to modify the specific plan zoning ordinance text to create two new Planning Areas (E-2A and E-2B) that add "racetrack recreational unit" to the list of allowable uses for these Planning Areas and provide development standards for these units. Together, both SP00303A4 and CZ07952 are referred to as "the proposed Project."

The Thermal Motorsports Track and Club (TTC) was originally approved by the Riverside County Board of Supervisors on June 7, 2011, under The Kohl Ranch Specific Plan No. 303, Amendment No. 2 and Plot Plan No. 24690 on approximately 330 acres, and consequently commenced construction. Subsequently, The Kohl Ranch Specific Plan No. 303, Amendment No. 3 (SP No. 303A3) was approved by the County of Riverside Board of Supervisors on March 24, 2015. TTC is located at the northwest corner of Polk Street and Avenue 62 in the community of Thermal, an unincorporated area of Riverside County, California. TTC is the first world class road course built in Southern California and features a membership program similar to a golf course country club and is a private facility for only TTC members, their invited guests, staff and credentialed third parties. The only exceptions to this rule are groups such as car clubs, manufacturers that use the track for testing, and corporate events, arranged and approved by TTC.

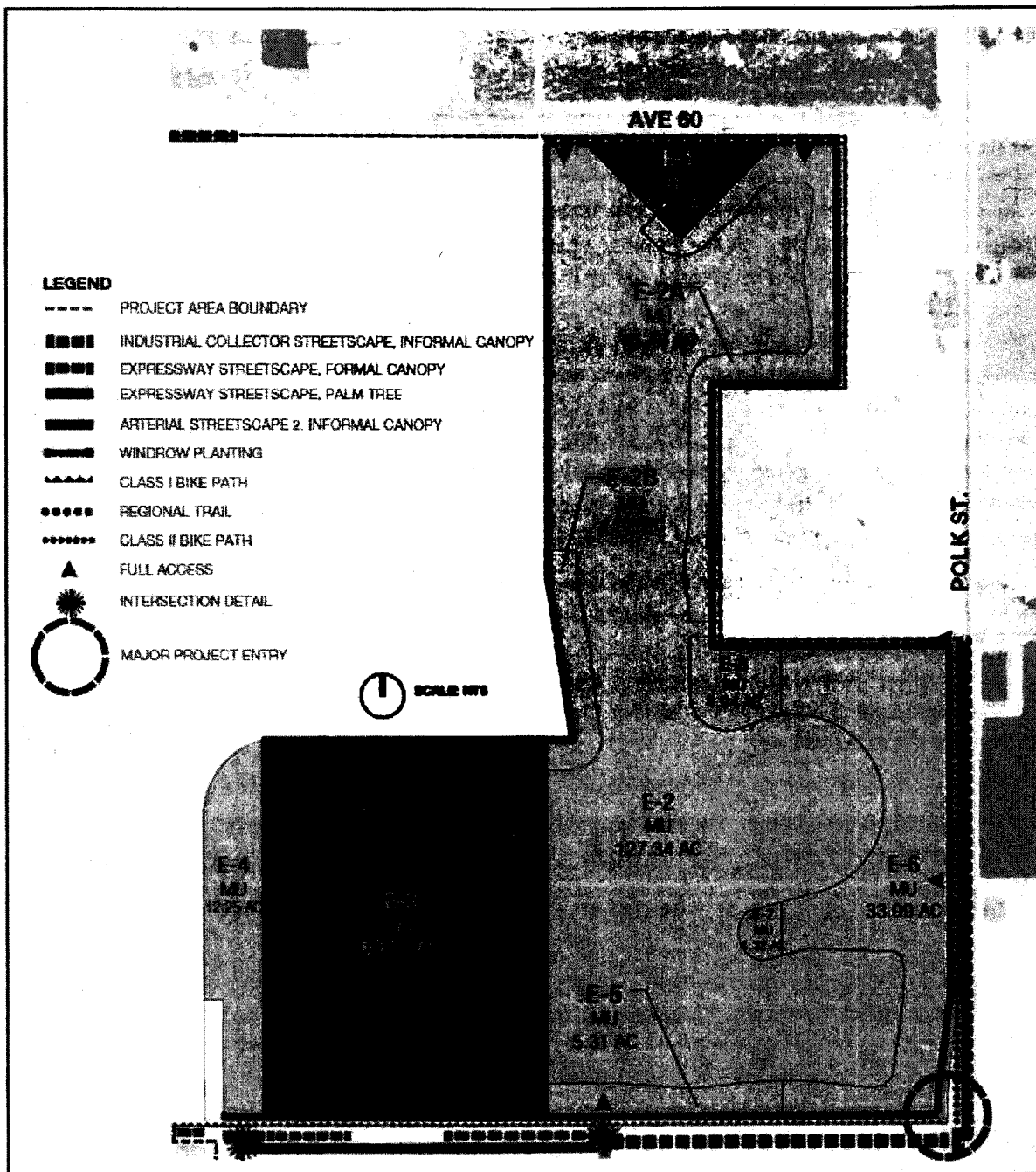
Under the previously approved Kohl Ranch Specific Plan No. 303, Amendment No. 2 (SPA2), racetrack and associated facilities were approved as land uses, including the development of 254 lots (or "Garage Properties") intended to be sold or leased to those individuals and/or entities acquiring a membership in the Thermal Club to be utilized for entertaining, working, storing of vehicles, vehicle repair/maintenance, and a range of other uses allowed under the accompanying Zoning Ordinance No. 348.4722. Ultimately, under subsequent approved entitlements and Addendums to EIR 396, there is a total of 262 lots or "Garage Properties" approved for development around the track including 20 lots which can be developed as duplex units to be utilized as "Garage Properties." All of these "Garage Properties" have been analyzed for their intensity under previous CEQA documents, mainly EIR396-A2 and EIR396-A5. Access to these lots was and is allowed 24 hours a day, seven days a week. SPA3 imposed a restriction on all lots within Planning Area E-2 preventing TTC members from occupying the unit overnight despite the allowance by TTC for the units to be accessed at any time. This restriction was imposed to satisfy the Riverside County Airport Land Use Commission concerns that these "Garage Units" are residential in nature, despite these units being constructed to within a commercial racetrack facility and located adjacent to the racetrack. The proposed Project does not propose to increase the number of these lots that have already been approved. The Project proposes to create two new Planning Areas (E-2A and E-2B) that add "racetrack recreational unit" as an allowable use within Planning Area E-2A and E-2B to define the intended use of these "Garage Properties," remove the overnight occupancy restriction previously imposed under SPA3, and provide additional development standards associated with these 58 units in Planning Area E-2A and 16 units in E-2B. On December 14, 2017, this Project was heard before the Riverside County Airport Land

Use Commission (ALUC). At that time, the "racetrack recreational unit" was proposed for 110 lots. The Riverside County ALUC determined the Project to be inconsistent with the Jacqueline Cochran Regional Airport Master Plan. It was later decided to reduce the number of racetrack recreational units to 74 which is the Project that the Riverside County Board of Supervisors took action on March 27, 2018 to initiate the ALUC override procedures.

As stated above and addressed in previous environmental documents, The Thermal Club is a private membership racetrack facility. Four membership types are offered by TTC; Standard, Corporate, Commercial and National. Standard and Corporate Memberships are available only to persons or legal entities who own, lease, or who have contracted to acquire a Garage Property. Commercial Memberships are available only to persons or legal entities who own, lease, or who have contracted to acquire a "Commercial Lot" such as those lots fronting Jasper Lane and Ascot Drive which are approved for development under Plot Plans 26120 and 26121. National Memberships are available for persons who do not own, do not lease, and have not contracted to acquire a Garage Property or Commercial Lot. Corporate and Commercial Memberships are issued only to legal business entities. Corporate Memberships require appointment of up to four "Corporate Member Designees" who may use the facilities and services provided and are considered to be the TTC Members of that membership. Commercial Memberships require appointment of up to six "Commercial Member Designees" who may use the facilities and services provided and are considered to be the TTC Members of that membership. Guests are allowed to use TTC facilities only when personally accompanied by a Member.

Membership in Thermal Club permits a Member to utilize the Thermal Club Facilities and Member Services offered. Memberships are not an investment in the company who owns and operates the Thermal Club or Thermal Club Facilities. Furthermore, membership does not give a Member a vested or prescriptive right or easement to use Thermal Club Facilities, and does not provide a Member with an equity or ownership interest or any other property interest in the Thermal Club or its facilities. A Member acquires only a revocable license to use Thermal Club Facilities.

Figure 1, Project Site (Planning Areas E-2A and E-2B)



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

B. Total Project Area: Approximately 148 acres

Residential Acres: n/a	Lots: n/a	Units: n/a	Projected No. of Residents: n/a
Commercial Acres: n/a	Lots: n/a	Sq. Ft. of Bldg. Area: n/a	Est. No. of Employees: n/a
Industrial Acres: n/a	Lots: n/a	Sq. Ft. of Bldg. Area: n/a	Est. No. of Employees: n/a

Other: See Project Description above

C. Assessor's Parcel No(s):

Portion of 759-180-010, 759-180-013, portion of 759-180-014, 759-190-011, 759-190-013, portion of 759-190-014, 759-240-009 thru -018, 759-250-001 thru -029, 759-250-032 thru -040, 759-260-001 thru -036, 759-260-037, 759-260-038, and 759-270-001 thru -027

D. Street References: The proposed Project is located north of Avenue 62, east of Tyler Street, south of Avenue 60, west of Polk Street as reflected in Figure 2, Project Vicinity and Figure 3, Aerial Map.

E. Section, Township & Range Description or reference/attach a Legal Description: Section 33, Township 6 South, Range 8 East, San Bernardino Baseline and Meridian as reflected in Figure 4, USGS Topographic Map.

F. Brief description of the existing environmental setting of the project site and its surroundings:

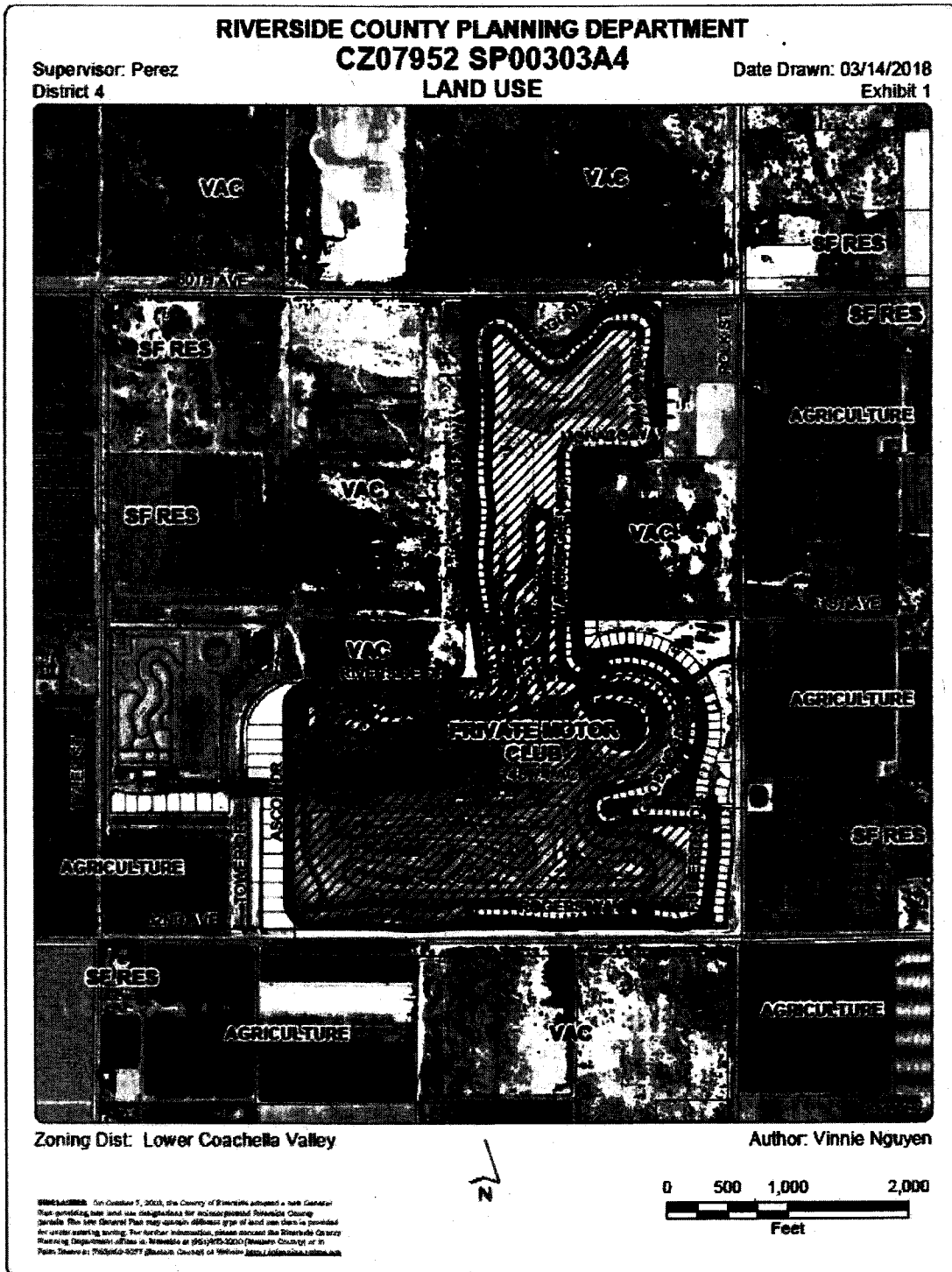
The surrounding project area is primarily vacant as depicted in Figure 3, Aerial Map.

Proposed Project Site

With respect to existing conditions, the following improvements have been completed at the Thermal Club property:

- Entire site has been graded
- Planning Areas A-6: North of Jasper Plot Plan - Area has been developed with BMW driver training facility.
- Southern race track has been developed.
- Planning Area E-4: East of Ascot Plot Plan - Area has been developed with race track facilities.

Figure 2, Vicinity Map



II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** The proposed Project site is designated Community Development: Mixed Use (CD:MU). The Project proposes to create two new Planning Areas (E-2A and E-2B). These Planning Areas add "Racetrack Recreational Unit" as an allowable land use under the CD:MU land use designation. A zone change (CZ07952) is proposed to allow the new land use within the two new planning areas and provide additional development standards. With approval of the associated change of zone land uses would be consistent. Therefore, the proposed Project will not conflict with any General Plan Land Use polices.
- 2. Circulation:** No circulation changes are proposed. No policies are applicable. Thus, the proposed Project will not conflict with any General Plan Circulation Element policies.
- 3. Multipurpose Open Space:** The proposed Project 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 will not conflict with any General Plan Multipurpose Open Space polices.
- 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. All structures will be required to comply with all applicable local and state regulations including the California Building Code to ensure the health and safety.

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. The proposed Project was determined inconsistent with the Jacqueline Cochran Regional Airport Land Use Compatibility Plan (2005) on December 14, 2017 by the Riverside County Airport Land Use Commission (ALUC). However, Section 21676.5 of the California Public Utilities Code states that the County of Riverside may overrule the ALUC's inconsistency determination if, after a public hearing, the County makes findings that the project is consistent with the purposes set forth in Public Utilities Code Section 21670. Areas in close proximity to airports in the County are designated as within a particular Airport Compatibility Zone as defined in the Riverside County Airport Land Use Compatibility Plan. While the Kohl Ranch Specific Plan covers multiple compatibility zones, the proposed Project is entirely within Compatibility Zone C. The lots within Compatibility Zone C that would be allowed for overnight occupancy are located on the edge of the zone, adjacent to Compatibility Zone D, where all the existing lots are allowed to have overnight occupancy. The remaining lots in Zone C, on the west side of the racetrack, directly adjacent to Compatibility Zone A, would continue to be prohibited from having overnight occupancy. Therefore, the Project minimizes the potential safety impacts by not allowing overnight stays in the areas closest to the runway thereby reducing the potential for a serious hazard to the public in the event of a potential aircraft accident on the Project site. Indeed, the Racetrack Recreational Units are located along the perimeter of Thermal Motorsport Racetrack and are consistent and complimentary with surrounding land uses to the east, south, and west that include various

amenities and uses that support the racetrack. Therefore, as demonstrated, the site is consistent with Public Utility Code section 21670(a)(1) and (2).

Moreover, the Project does not represent a hazard to aircraft in typical flight because the Project does not propose the construction of any new buildings that were not previously considered under the Kohl Ranch Specific Plan, and all buildings are required to comply with all applicable FAA requirements. Therefore, the Project would not result in a safety hazard to aircraft in flight, consistent with Public Utility Code section 21670(a)(1) and (2). Furthermore, based on actual average usage of only 15 percent over the course of a year, actual units utilized for this overnight purposes remain under ALUC's allowance of 39 units. Utilizing Policy 3.3.6 of the Riverside County Airport Land Use Compatibility Plan Policy Document would allow the Project to be consistent with ALUC. Thus, the project is consistent with the Jacqueline Cochran Regional Airport so does not conflict with any County of Riverside General Plan policies pertaining to airport hazards.

5. **Noise:** Noise impacts from the proposed Project will be generated during construction, from future on-site activities, and from future Project specific traffic 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. A Noise Exemption (NOE6) was previously approved. A noise exception to Ordinance No. 847 was previously approved by the Riverside County Board of Supervisors on July 21, 2015 for regulating noise for a continuous event for sound sources related to motor vehicle racing and related facilities. With approval of this exception, the Project will maintain consistency with County of Riverside policies. Further, with implementation of mitigation measures the Project will 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 does not include any construction or ground movement. As such, the proposed project will not conflict with policies in the General Plan Air Quality Element.
 8. **Healthy Communities:** There are no communities in close proximity of the site. Nonetheless, the proposed Project will mitigate impacts to ensure Project will not conflict with any Healthy Community Element policies.
- 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 is Community Development: Mixed Use Planning Area.
- E. Overlay(s), if any:** N/A
- F. Policy Area(s), if any:** N/A
- G. Adjacent and Surrounding:**
1. **Area Plan(s):** Eastern Coachella Valley Area Plan

- 2. **Foundation Component(s):** Community Development
- 3. **Land Use Designation(s):** Planning Area as reflected in the Land Use Plan for SP No. 303A3 as Community Development: Mixed Use (CD:MU) to north and east, Open Space: Open Space (OS:OS) and Community Development: Commercial Retail (CD:CR) to south, Community Development: Medium High Density Residential (CD:MHDR), Community Development: Very High Density Residential (CD:VHDR), and Open Space: Open Space (OS:OS) to west.
- 4. **Overlay(s), if any:** NA
- 5. **Policy Area(s), if any:** N/A

H. Adopted Specific Plan Information

- 1. **Name and Number of Specific Plan, if any:** Kohl Ranch Specific Plan No. 303, Amendment No. 3 (SP No. 303A3)
- 2. **Specific Plan Planning Area, and Policies, if any:** Planning Areas E-2

I. Existing Zoning: Specific Plan, Planning Areas E-2 SP No. 303A3

J. Proposed Zoning, if any: Zoning (Case No. CZ07952) proposes to add racetrack recreational units as an allowable use.

K. Adjacent and Surrounding Zoning: Specific Plan

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
<input type="checkbox"/> I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/> I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

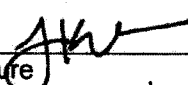
A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

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 

Date 10/24/18

Jason Killebrew
Printed Name

10/24/18

V. ENVIRONMENTAL ISSUES ASSESSMENT

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

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No New Impact
AESTHETICS Would the Project				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Source: EIR-396 Addendum #2, EIR-396 Addendum #5, Riverside County General Plan Figure C-8 "Scenic Highways"

Findings of Fact:

a) *EIR396 Conclusion: Not specifically addressed in the EIR396 because the Environmental Assessment (EA36750) prepared as part of the Notice of Preparation for EIR396 (NOP) determined that no scenic highway corridors would be affected by the project. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area as previously analyzed. No new scenic highways have been designated in the vicinity since EIR396 was prepared. The proposed Project contains no major rock outcroppings, unique or landmark features and continues to include Planning Standards and Design Guidelines which will ensure the proposed Project results in an aesthetically pleasing area and views of the surrounding scenic resources are not obstructed by the proposed Project. There are no impacts resulting from the proposed Project. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

b) *EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 66 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 66 are collectively referred to as "the prior CEQA documents."*

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

The proposed Project lies within the same area as previously analyzed. The proposed Project contains no major rock outcroppings, unique or landmark features and continues to include Planning Standards and Design Guidelines which will ensure the proposed Project results in an aesthetically pleasing area and views of the surrounding scenic resources are not obstructed by the proposed Project. With implementation of mitigation measure C13-1, impacts resulting from the proposed Project are less than significant. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

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

Source: EIR-396 Addendum #4 and EIR-396 Addendum #6

Findings of Fact:

- a) *EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area as previously analyzed and is located within Zone B of the Mt. Palomar Nighttime Lighting Policy Area (approximately 42.4 miles southwest is the Mt. Palomar Observatory). 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 the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

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

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

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

Findings of Fact:

a-b) *EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project occupies the same area as previously analyzed and does not result in an increase in intensity. Low pressure sodium lighting will be utilized as referenced in Ordinance No. 655. Further, the SP No. 303A3 Zoning Ordinance prohibits nighttime sports lighting. Spill of light onto the proposed residential uses as well as to 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 and through implementation of mitigation measures C13-2 - C13-9, 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 C13-9 through C13-12 remain in effect for the proposed Project to ensure impacts remain less than significant. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

AGRICULTURE & FOREST RESOURCES Would the Project

4. Agriculture				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and 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 zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a) *EIR396 Conclusion: Significant and Unavoidable. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

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

The proposed Project occupies the same area as previously analyzed and is located in farmland of only local importance. No new areas will be affected or result in the loss of Farmland. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA Documents.

- b-d) *EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project occupies the same area as previously analyzed and is located in farmland of only local importance. No new areas will be affected or result in the loss of Farmland. 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. The Project does not propose to change the zoning of the property. 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 the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

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

Source: R EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

- a-c) *EIR396 Conclusion: Not analyzed because these thresholds were not applicable at the time of EIR396. EIR396 Addendum #'s 1 through 7 determined there to be no impacts to forest land so there were no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area as previously analyzed and does not include areas of native tree cover or timber production and is not presently zoned to support this type of use. The Project does not propose to change the zoning of the property. Further, as discussed in Items 4a through 4d above, the proposed Project will not result in a conversion of farmland to a non-agricultural use. The proposed Project would not result in impacts beyond what was

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

previously analyzed. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: None

Monitoring: None Required.

AIR QUALITY Would the Project

6. Air Quality Impacts

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 project 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"/>

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5, SCAQMD CEQA Air Quality Handbook

Findings of Fact:

a,b) *EIR396 Significant and Unavoidable. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area as previously analyzed. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses for the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas and does not increase the site's intensity; only removes the overnight restriction. As discussed in Items 44.a and 44.b below, the proposed Project will not result in traffic trips beyond that already analyzed as part of SP No. 303A3. As vehicle emissions are the primary cause in increase air emissions, it can be concluded that as the proposed Project results in fewer traffic trips, it will result in fewer emissions. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed in the prior CEQA documents.

c) *EIR396 Conclusion: Threshold did not previously exist, however at the time the Project site was located within the Southeast Desert Air Basin (SEDAB) under the jurisdiction of the SCAQMD. The SEDAB, comprised of the eastern portion of San Bernardino, Riverside, Kern, Los Angeles*

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

and San Diego Counties, and all of Imperial County, continued 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. EIR396 Addendum #2 demonstrated that, after the incorporation of mitigation measures and with emissions reductions utilized in EIR396, projected short-term emissions from construction were below applicable SCAQMD daily regional thresholds. It also determined that the operational emissions would 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, were also considered to be cumulatively considerable. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."

The proposed Project lies within the same area as previously analyzed and while a new use is proposed, that use does not increase the site intensity beyond what was already analyzed. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed in EIR396.

- d-e) *EIR396 Conclusion: Less than Significant. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area as previously. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses for the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas and does not increase the site's intensity; only removes the overnight restriction. As discussed in Item 44.a and 44.b below, the proposed Project will not result in traffic trips beyond that already analyzed as part of SP No. 303A3. As vehicle emissions are the primary cause in increase air emissions, it can be concluded that as the proposed Project results in fewer traffic trips, it will result in fewer emissions. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed in the prior CEQA documents.

- f) *EIR396 Conclusion: Not specifically addressed in the EIR396 because the Environmental Assessment (EA36750) prepared as part of the NOP determined that no objectionable odors would be created. EIR396 Addendum No.'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area as previously analyzed. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses for the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas that were previously analyzed and approved as part of SPA3. The new use only removes the overnight stay restriction. Thus, the proposed Project does not add any sources of objectionable odors. Whereas no new objectionable odors have been added since EIR396 was prepared, no new or substantially increased significant effects result from the proposed Project. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed in the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project

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

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

BIOLOGICAL RESOURCES Would the Project

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No New Impact
7. Wildlife & Vegetation				
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<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 or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and 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"/>

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a-g) *EIR396 Conclusion: Less than Significant with mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area previously analyzed. As discussed in the prior CEQA documents, Burrowing owl (*Athene cunicularia*), a California Species of Special Concern, has the potential to occur on site. However, the Project site has been graded and is highly disturbed through current operations and construction activities. Additionally, mitigation remains in effect for the proposed Project to ensure impacts remain less than significant. The proposed Project site is not located within any CVMSHCP conservation area and is still required to pay

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

CVMSHCP fees. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the Proposed Project

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7

CULTURAL RESOURCES Would the Project

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No New Impact
8. 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"/>

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a-b) *EIR396 Conclusion: Less than Significant. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area previously analyzed, has been graded, and is highly disturbed through current operations and construction activities. As such, development of the proposed Project would result in the same disturbance area for which impacts were found to be less than significant. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: None.

Monitoring: None Required.

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No New Impact
9. 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"/>

Source: EIR-396 Addendum #2, EIR-396 Addendum #5, and EIR-396 Addendum #6

Findings of Fact:

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

a-d) *EIR396 Conclusion: Less than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

EIR396 identified that the entire surface of the Project area had been previously disturbed by past agricultural activities. Soil preparation had consistently disturbed at least the top 60 inches of the Project area and irrigation and leach lines had been installed to depths of up to 7 feet. This amount of disturbance had profoundly affected any archaeological sites within the study area boundaries. EIR396 concluded that there was a very low potential for buried historic deposits. The proposed Project occupies the same area as previously analyzed and is not located on a known formal or informal cemetery. In the event that unknown human remains are uncovered during construction activities, Sections 7052 and 7050.5 of the California Health and Safety Code (HSC) require that the Riverside County Coroner's Office must be contacted within 24 hours and all work shall be halted until a clearance is given by that office and any other involved agencies. If human remains are discovered, the County shall comply with the requirements of Public Resources Code Section 5097.98, as amended. Potential impacts with respect to disturbing human remains are not expected but will be less than significant with adherence to these existing laws and codes.

Further, all grading has been approved. The project site has been grading and no further grading is necessary. Thus, it is not anticipated that any future grading would take place below the native soils, so there will be no disturbance to native soils that have the potential to reveal historic, archaeological or tribal resources. All mitigation measures remain in effect. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the Proposed Project

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

10. Tribal Cultural Resources

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

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

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code

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

Section 5024.1, the lead agency shall consider the significance to a California Native American tribe.

Source: EIR-396 Addendum #2, EIR-396 Addendum #5, and EIR-396 Addendum #6

Findings of Fact:

- a-b) *EIR396 Conclusion: Not Analyzed. However, impacts to tribal resources were addressed in EIR396 under the Archaeological thresholds in which impacts were found to be Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The Torres-Martinez Indian Reservation lies adjacent to the southern boundary of the Kohl Ranch Specific Plan. The Kohl Ranch Project team has coordinated with representatives of the Torres-Martinez Desert Cahuilla Indians regarding their land use plans for property located in the vicinity of the Kohl Ranch during development of and revisions to the Specific Plan document. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses for the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas and does not increase the site's intensity; only removes the overnight restriction. Thus, the proposed Project is consistent with the uses allowed under the approved Kohl Ranch Specific Plan No. 303 and does not propose any deviation from uses already envisioned in this area. Further, as described in Item 9.a through 9.d above, as no grading will take place below the native soils, there will be no disturbance to native soils that may have the potential to reveal or disturb tribal resources. All mitigation measures remain in effect. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

GEOLOGY AND SOILS Would the Project

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

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

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

a-b) *EIR396 Conclusion: Not specifically addressed in the EIR396 because the Environmental Assessment (EA36750) prepared as part of the NOP determined that the Project was not located within an Alquist-Priolo Earthquake Fault or County Fault Hazard Zone. EIR396 Addendum No.'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area as previously analyzed. 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. Grading has occurred on the proposed Project site and some road improvements have been constructed. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: None.

Monitoring: None Required.

12. Liquefaction Potential Zone

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

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a) *EIR396 Conclusion: Less than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area as previously analyzed which was found to not result in impacts related to seismic-related ground failure, including liquefaction. All mitigation remains in effect. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

13. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a) *EIR396 Conclusion: Less than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

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

The proposed Project boundary occupies the same area as previously analyzed which was found not to result in impacts from ground shaking beyond what was previously analyzed. All mitigation remains in effect. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7

14. Landslide Risk

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

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a) *EIR396 Conclusion: Not specifically addressed in the EIR396 because the Environmental Assessment (EA36750) prepared as part of the NOP determined that the Project was not subject to landslide risk, soils with shrink/swell potential, or ground subsidence. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project occupies the same area as previously analyzed which is relatively flat with no slopes that constitute a landslide risk. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: None.

Monitoring: None Required.

15. Ground Subsidence

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

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a) *EIR396 Conclusion: Not specifically addressed in the EIR396 because the Environmental Assessment (EA36750) prepared as part of the NOP determined that the Project was not subject to landslide risk, soils with shrink/swell potential, or ground subsidence. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

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

The proposed Project lies within the same area as previously analyzed. The closest active subsidence area was identified approximately four miles to the west in the La Quinta area so the potential occurrence to subsidence is considered low on the site. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: None.

Monitoring: None Required.

16. 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"/> |
|---------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

- a) *EIR396 Conclusion: Not analyzed due to lack of such a question on the Environmental Assessment form. However, these issues were analyzed in the geotechnical report which was part of EIR396 and no other geologic hazards were identified. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area as previously analyzed. No other geologic hazards were identified in prior analysis. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: None.

Monitoring: None Required.

17. 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"/> |

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

- a-c) *EIR396 Conclusion: Less than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area as previously analyzed. The proposed Project is not located within an area of steep slopes. No on-site slopes will be greater than 2:1. All mitigation remains in effect. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

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

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

18. Soils	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No New Impact
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 Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

- a) *EIR396 Conclusion: Less than Significant with Mitigation. EIR396 Addendum No.'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project is located within the same area as previously analyzed and will experience the same issues regarding soil erosion from wind as was analyzed in EIR396. So, the Project does not result in impacts related to soil erosion beyond those previously analyzed. All mitigation remains in effect. Therefore, no new or substantially increased significant effects result from the Project beyond those analyzed by the prior CEQA documents.

- b-c) *EIR396 Conclusion: Not specifically addressed in the EIR396 because the Environmental Assessment (EA36750) prepared as part of the NOP determined that the Project was not subject to expansive soils and did not include a threshold related to use of septic tanks or alternative waste systems. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project is located within the same area as previously analyzed; the Project is not located on expansive soils and no septic tanks are proposed, so it does not result in impacts beyond those previously analyzed. Therefore, no new or substantially increased significant effects result from the Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

19. Erosion	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No New Impact
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"/>

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

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a-b) *EIR396 Conclusion: Less than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area with similar hydrology and drainage conditions as previously analyzed. EIR396 Addendum #3 identified that development related to The Thermal Club 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 C5-3A, 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. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

20. **Wind Erosion and Blowsand from the Project either on or off site.**

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

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a) *EIR396 Conclusion: Less than Significant. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

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. 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. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: None.

Monitoring: None Required.

21. **Paleontological Resources**

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

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

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a) *EIR396 Conclusion: Less than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area as previously analyzed. 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. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

GREENHOUSE GAS EMISSIONS Would the Project

22. 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Source: COR CAP, EIR-396 Addendum #2, and EIR-396 Addendum #5

Findings of Fact:

a-b) *EIR396 Conclusion: Not analyzed due to lack of such questions on the Environmental Assessment form. EIR396 Addendum #'s 1 through 7 determined that with mitigation there were no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

A greenhouse gas analysis was not performed at that time EIR No. 396 was certified 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 Addendum #2.

The proposed Project will not alter the present or planned land use of this area, and impacts from air quality emissions from the proposed land uses, short-term, long-term and cumulative, are similar or less than those examined previously in EIR No. 396. The one-time construction-related GHG emissions from the proposed Project were assumed to be the same as The Thermal Club Motorsports Park evaluated in EIR No. 396 and EIR-396 Addendum #2 because the disturbance area is the same.

The County of Riverside's Climate Action Plan (CAP), adopted December 2015, sets County-wide GHG emissions targets consistent with state reduction goals in AB 32. The CAP provides that individual developments that wish to model and mitigate projects directly may do so; in such case, consistency with the CAP is shown by demonstrating a 15 percent reduction in GHG emissions for 2020 compared to the then-current levels established in the AB 32 Scoping Plan

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

(2015 CAP). The “then-current” levels refer to the 2008 GHG emissions inventory, as used in the CAP.

Consistent with the CAP, the GHG emissions were evaluated in the GHG report prepared for EIR-396 Addendum #2 and the results of that analysis in relation to the proposed Project are detailed herein. The one-time construction-related GHG emissions from the proposed Project are assumed to be the same as that evaluated in EIR No. 396 and EIR-396 Addendum #2 because the disturbance area is the same. The long-term operational GHG emissions were previously modeled using the CalEEMod version 2013.2.2 program based on the land use and traffic assumptions. In addition to the default values used, the following determinations were made regarding assumptions relevant to model inputs for operational emission estimates:

- The same traffic trip assumptions utilized in the criteria pollutant analysis apply;
- The construction emissions from EIR-396 Addendum #2 were amortized over a 30-year period consistent with SCAQMD recommendations. As the development footprint hasn't changed, the construction emissions would be similar and are assumed to be the same for analysis purposes;
- Water-related GHG emissions were not separately estimated for the Thermal Motorsports Park in EIR-396 Addendum #2; the total water demand for the entire Specific Plan was evaluated. However, the Water Supply Assessment prepared for EIR-396 Addendum #2 calculated separate demand for this use. This demand is assumed to be similar to the demand for SP No. 303A3 and was modeled in CalEEMod with the resulting GHG emissions shown in **Table A, Proposed Project GHG Comparison** for both SP No. 303A3 and EIR-396 Addendum #2. **Table A, Proposed Project GHG Comparison**

Source	Total Metric Tons per year (MT/yr)	
	SP No. 303A3 ⁵ (CO ₂ E)	EIR-396 Addendum #2 ¹ (CO ₂)
Amortized Construction Emissions ²	4,226.24	4,226.24
Electricity	5,285.91	2,485.39
Natural Gas	760.33	5,909.60
Landscape Equipment	4.03	3.72
Water ³	2.93	2.93
Mobile Source	7,949.85	19,669.64
Solid Waste ⁴	412.70	412.70
Total	18,641.99	32,710.22

Source: EIR-396 Addendum #2

Notes:

¹ Emissions for the Thermal Motorsports Park evaluated in EIR-396 Addendum #2 are in MTCO₂ and do not account for the contribution of CH₄ or N₂O emissions because those emissions factors were not available in the modeling program

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

(URBEMIS) at that time. If these GHG were included, the total GHG emission would increase and show a larger difference between the SP No. 303A3 emissions.

- ² One-time emissions (i.e., construction) from SP No. 303A3 are assumed to be the same as those estimated in EIR-396 Addendum #2.
- ³ Water-related energy emissions from the Thermal Club Motorsports Park are assumed to be the same for SP No. 303A3 and EIR-396 Addendum # 2. These emissions were not modeled separately in EIR-396 Addendum #2, but the water demand for this use was available in the WSA for EIR396-A2 and was used herein.
- ⁴ Solid waste emissions were not estimated in EIR 396 Addendum #2 because it was not available in the URBEMIS model. However, the emissions from solid waste assumed to be the same as the SP No. 303A3 and were used for analysis purposes.
- ⁵ Emission from SP No. 303A3 do not include reductions from mitigation measures listed herein.

As reflected in **Table A**, SP No. 303A3 generates approximately 43 percent fewer emissions than the Project evaluated in EIR-396 Addendum #2. EIR-396 Addendum #2 determined that with required regulations and mitigation measures **MM GHG 1** through **MM GHG 7** implemented, the Project (which included the Thermal Cub Motorsports Park) reduced emissions from the BAU scenario (the Project with land uses as described in EIR-396) by a minimum of 35.8 percent. Of this 35.8 percent, 25.6 percent of the GHG reductions were from implementation of statewide measures (such as the renewable portfolio standard, Pavley I and II passenger car GHG emissions standards, and low carbon fuel standard) alone and approximately 10 percent was from implementation of EIR-396 Addendum #2 mitigation measures related to energy water conservation (**MM GHG 1** and D2-11) and adherence to local requirements for water conservation (CVWD Landscape Ordinance 1302). Thus, SP No. 303A3'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 and is consistent with CAP.¹ As the GHG emissions of SP No. 303A3 are less than those previously analyzed in EIR-396 Addendum #2 and because the proposed Project: 1) lies within the same area as previously analyzed as part of SP No. 303A3, 2) will only create two new Planning Areas (E-2A and E-2B) to add "racetrack recreational unit" to the list of allowable land uses for the Mixed Use land use designation only removing the overnight stay restriction, and 3) the use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas that were previously analyzed and approved as part of SP No. 303A3, the proposed Project will also meet the AB 32 reduction target and be consistent with County CAP.

For the reasons set forth above, the SP No. 303A2 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 32.²

As discussed in Items 44.a and 44.b below, the proposed Project will not result in traffic trips beyond that already analyzed as part of SP No. 303A3. Thus, GHG emissions analyzed in EIR-396 Addendum #5 for SP No. 303A3 were found to be substantially similar to those previously analyzed in EIR-396 Addendum #2 for SP No. 303A2 which were found to be no more impactful than those analyzed in the original EIR-396; also meeting the AB 32 reduction target.

Because the proposed Project will not measurably increase GHG emissions beyond those previously evaluated and will meet the AB32 reduction target, it will not conflict with an applicable

¹ As described in EIR-396 Addendum #2, 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.

² 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.

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

plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG. 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 in the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

HAZARDS AND HAZARDOUS MATERIALS Would the Project

23. 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"/>

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a-b & d) *EIR396 Conclusion: Less than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area as previously analyzed. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses for the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas and does not increase the site's intensity; only removes the overnight restriction. It is possible that future uses may store, handle, or generate toxic substances on site. However, the amount of toxic substances used and generated will depend on the types of development eventually established within the Project. The land use plan separates and buffers the land uses associated with the racetrack from future residential uses in the project area. The site is not 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. The separation of land uses and existing control regulations reduces impacts to less than significant

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

levels. Mitigation measures C11-1 through C11-3 and C11-5 remains in effect. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

- c) *EIR396 Conclusion: Not specifically addressed because the Environmental Assessment (EA36750) prepared as part of the NOP determined that the Project does not involve possible interference with an emergency response plan or emergency evacuation plan.*

The proposed Project lies within the same area analyzed so 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 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 the prior CEQA documents.

- e) *EIR396 Conclusion: Less than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project lies within the same area as previously analyzed and 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 C11-3 and C11-5 remain in effect for the proposed Project. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

24. 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"/>

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

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

a,c,d) *EIR396 Conclusion: Less than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

The proposed Project is located in Compatibility Zone C of the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan. On December 14, 2017, the Riverside County Airport Land Use Commission determined that this Project, which proposes racetrack recreational units that allow for overnight usage, is inconsistent with Zone C because the Project would exceed the permissible number of dwelling units within the portion of the Thermal Club property within Compatibility Zone C, which limits residential density to one dwelling unit per five acres. However, Section 21676.5 of the California Public Utilities Code states that the County may overrule the ALUC's inconsistency determination if, after a public hearing, the County makes findings that the project is consistent with the purposes set forth in Public Utilities Code Section 21670. Public Utilities Code Section 21670(a)(2) provides that the purpose of the State Aeronautics Act is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adopting land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

Policy 3.3.6 of the Riverside County Airport Land Use Compatibility Plan Policy Document provides that there may be specific situations where a normally incompatible use can be considered compatible because of the terrain, specific location, or other extraordinary factors or circumstances related to the site. The Project as proposed occupies the same area as previously analyzed. The proposed Racetrack Recreational Unit use would be considered a non-residential use identified as a member villa accessible 24 hours a day, seven days a week. The Racetrack Recreational Unit provides a private space for a Thermal Club member to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. The unit would be restricted from permanent residency, and has limitations imposed by the club for duration of stays.

The location and circumstances of the Project site support that the use is compatible with Zone C. The Project site is located near open-space land. This area immediately to the west is in the area of future runway expansion identified in the Jacqueline Cochran Regional Airport Master Plan. This approximately 110 acre area is free of structures and is designated by the Kohl Ranch Specific Plan land use plan as Open Space proposed for acquisition for the runway clear zone. Thus, the proposed Racetrack Recreational Unit does not conflict with aircraft flight or airport structures or impose safety concerns to aircraft occupants or airport property.

ALUC limits residential density within Compatibility Zone C to a maximum of one dwelling unit per five acres. On January 8, 2015, ALUC approved 39 units for overnight occupancy in Zone C based on 155 acres. With 2.5 years of actual data reflecting the number of units occupied by owners for overnight purposes, on average each unit is utilized for this purpose over the course of a year less than 15 percent of the time as reflected in Attachment A-*Monthly Security Logs*. With approval of this Project, there would be a total of 113 units in Zone C allowing for overnight occupancy. However, based on actual average usage of only 15 percent over the course of a year, actual units utilized for this purpose remain under ALUC's allowance of 39 units. Utilizing Policy 3.3.6 of the Riverside County Airport Land Use Compatibility Plan Policy Document would allow the Project to be consistent with ALUC.

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

According to the Jacqueline Cochran Regional Airport Master Plan, the airport's ultimate aircraft operations are projected to operate with 97 percent of flights taking place during the day with only three percent occurring at night. Lots within this zone are currently approved for accessibility 24 hours a day, seven days a week. The Racetrack Recreational Unit use would simply permit overnight occupancy to occur on within Planning Areas E-2A and E-2B. After the ALUC determination, the Project request was modified to prohibit Racetrack Recreational Units with overnight stays adjacent to Compatibility Zone A. The Project, as revised, minimizes the potential impact by not allowing overnight stays in the areas closest to the runway thereby reducing the potential for a serious hazard to the public in the event of a potential aircraft accident on the Project site. The lots within Compatibility Zone C that would be allowed for overnight occupancy are located on the edge of the zone, adjacent to Compatibility Zone D, where all the existing lots are allowed to have overnight occupancy. The remaining lots in Zone C, on the northwest side of the racetrack, directly adjacent to Compatibility Zone A (Runway Protection Zone), would continue to be prohibited from having overnight occupancy. As stated above, based on actual data, the average unit is anticipated to be utilized for this purpose less than 15 percent of the year. Even with the allowance for overnight stays in the proposed Project as revised, the Racetrack Recreational Units would not be considered typical residential units based on restrictions imposed through conditions of approval on the Project and Covenants, Conditions and Restrictions (CC&Rs). These restrictions include but are not limited to: length of consecutive overnight stays limited to 45 days, prohibition on permanent residency, including no voter registration or school enrollment, and prohibition on rentals of the units. These restrictions present potential extraordinary factors that would limit the occupancy of the Racetrack Recreational Units that result in essentially limiting the density on the site based on expected and typical use of the units. Therefore, although the Project was determined by ALUC to be inconsistent with the Airport Plan based on maximum potential nighttime occupancy, on most days and nights the Project's typical occupancy would be less than the maximum occupancy. The CC&Rs and County-imposed conditions of approval would limit the amount of consecutive stays for each unit. As a result, it is not anticipated for the Project to constantly or even regularly experience maximum occupancy thresholds of the applicable Airport Plan. The Racetrack Recreational Unit use is for recreational purposes only as it related to the racetrack. The addition of Racetrack Recreation Unit as an allowable land use within Planning Area E-2A and E-2B will not increase the site intensity beyond that with which it was already planned and approved as the proposed Project does not increase the number of lots available for member use. Further, the Project does not increase the number of people utilizing the units beyond what was already analyzed. Last, the proposed Project does not pose a greater threat to people utilizing the unit overnight as aircraft flight is only projected to be three percent during this time. Thus, the proposed Racetrack Recreational Unit does not impose a greater safety issue to people on the ground.

Mitigation measures D12-1 and D12-5 remain in effect for the proposed Project to ensure impacts remain less than significant. Further, the proposed Project is not located within the vicinity of a private airstrip or helipad. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

- b) *EIR396 Conclusion: Not specifically addressed in the EIR396 because the EA addressed the question. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

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

The proposed Project is required to be reviewed by the Airport Land Use Commission (ALUC) which took place December 14, 2017. As discussed in Items 24.a, 24.c, and 24.d, above, the Project is consistent with the purposes set forth in Public Utilities Code Section 21670 and does not impose a greater safety issue to people on the ground. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

25. 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?

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a) *IR396 Conclusion: Not specifically addressed in the EIR396 because the EA did not include a question regarding wildfires. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA documents."*

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. The proposed Project's potential impacts regarding susceptibility to wildfires are very low. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: None.

Monitoring: None required.

HYDROLOGY AND WATER QUALITY Would the Project

26. Water Quality Impacts

a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?

b) Violate any water quality standards or waste discharge requirements?

c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No New Impact
would not support existing land uses or planned uses for which permits have been granted)?				
d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 or odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR-396 Addendum #3, EIR-396 Addendum #4, EIR-396 Addendum #5, EIR-396 Addendum #6, and EIR-396 Addendum #7

Findings of Fact:

a-h) *EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

Existing drainage and water quality features are per Thermal Club Hydrology and Hydraulics Study dated April 2013 and Thermal Club Water Quality Management Plan Stage 1-Addendum 1 dated November 2014. The proposed Project lies within the same area as previously analyzed under EIR-396 Addendums #3 thru #7; all found to result in no impacts beyond those previously analyzed by EIR-396. No housing is proposed within a 100-year flood hazard area and all existing storm drains, basins, and BMP's. Further, the project complies with NPDES requirements by retaining entire 100-year 24-hour storm event on-site and all mitigation remains in effect. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for all mitigation measures remain as identified in EIR396 Addendum #7.

27. 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	<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	No New Impact
amount of surface runoff in a manner that would result in flooding on- or off-site?				
b) Changes in absorption rates or the rate and amount of surface runoff?	<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"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR-396 Addendum #3, EIR-396 Addendum #4, EIR-396 Addendum #5, EIR-396 Addendum #6, and EIR-396 Addendum #7

Findings of Fact:

a-c) *EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project lies within the same area as previously analyzed under EIR-396 Addendums #3 through #7; all found to result in no impacts beyond those previously analyzed by EIR-396. As per Items 26a-h above, there is no change in amount of surface runoff or potential to result in flooding on or off-site as previously indicated and analyzed. All mitigation remains in effect. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

d) *EIR396 Conclusion: Not Addressed.*

The proposed Project lies within the same area as previously analyzed under EIR-396. No new areas will be affected or result in changes in the amount of surface water in any water body. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for all mitigation measures remain as identified in EIR396 Addendum #7.

LAND USE/PLANNING Would the Project				
28. 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"/>

Source: EIR-396 Addendum #2, EIR-396 Addendum #5, Project Application Materials

Findings of Fact:

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

- a) *EIR396 Conclusion: Significant and Unavoidable. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project lies within the same area as was previously analyzed. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses for the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas and does not increase the site's intensity; only removes the overnight restriction. As discussed in Item 44.a and 44.b below, the proposed Project will not result in traffic trips beyond that already analyzed as part of SP No. 303A3. The proposed Project does not result in a substantial alteration of the present or planned land use of an area beyond what was previously analyzed because these lots as analyzed under EIR-396 Addendum #2 and EIR-396 Addendum #5 were anticipated to be accessible 24 hours a day, seven days a week regardless of whether a member occupied the unit for sleeping purposes. The Racetrack Recreational Units are used for incidental overnight stays and cannot be permanent residences as identified in the Thermal Club's Covenants, Conditions, and Restrictions. Further, conditions of approval identify that that members may not stay more than 45 continuous nights as these units are not intended to be utilized for permanent residency. Allowing overnight usage within the lots located within Planning Area E-2A and E-2B will not increase intensity beyond what EIR-Addendum #2 and EIR-396 Addendum #5 analyzed because those analyses already accounted for members utilizing these lots with the ability to access them 24 hours a day, seven days a week. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

- b) *EIR396 Conclusion: Not specifically addressed in the EIR396 because the Environmental Assessment (EA36750) prepared as part of the NOP determined that the Project was not located within a city sphere of influence. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project occupies the same area as previously analyzed and is not located within a city sphere of influence or adjacent to any city or county boundaries. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: None.

Monitoring: None Required.

29. 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"/>

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No New Impact
d) Be consistent with the land use designations and policies of the 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"/>

Source: EIR-396 Addendum #2, EIR-396 Addendum #5, Project Application Materials

Findings of Fact:

a-d) *EIR396 Conclusion: Less Than Significant. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project lies within the same area as was previously analyzed. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses for the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas. As discussed in Item 44.a and 44.b below, the proposed Project will not result in traffic trips beyond that already analyzed as part of SP No. 303A3 and thus does not increase the site's intensity; only removes the overnight restriction. As stated in Item 28.a above, under EIR-396 Addendum #2 and EIR-396 Addendum #5, the lots within Planning Area E-2, E-2A, and E-2B were anticipated to be accessible 24 hours a day, seven days a week regardless of whether a member occupied the unit for sleeping purposes. The proposed Project includes a Change of Zone (CZ07952) to modify the Kohl Ranch Specific Plan No. 303, Amendment 4 Zoning Ordinance text to add "Racetrack Recreational Unit" to the list of allowable uses within Planning Area E-2A and E-2B only. It does not change the intent of the Community Development: Mixed Use (CD:MU) Planning Area Land Use designation. The Change of Zone also outlines development standards for the Racetrack Recreational Unit which are consistent with the developments standards provided for planning areas related to The Thermal Club development. With approval of the Project and its change of zone, the proposed Project will continue to be consistent with on-site zoning. Thus, the proposed Project will be consistent with uses allowable within Planning Areas E-2A and E-2B of SP No. 303A3 and all mitigation measures with the exception of MM LU-1, MM LU-3 and MM LU-4 remain in effect. Mitigation measures MM LU-1, MM LU-3 and MM LU-4 are not applicable to Planning Area E-2A and E-2B because the proposed Project will allow for overnight usage with the addition of racetrack recreational unit use. Further, the Community Development: Mixed Use Planning Area as reflected in the Land Use Plan for SP No. 303A3 was previously analyzed and found to be consistent with the policies of the General Plan and compatible with existing and planned surrounding uses. The CU:MU designation continues to be compatible with the policies of the General Plan as well as existing and planned surrounding uses. Thus, the proposed Project is consistent with the policies of the General Plan. Furthermore, the proposed Project will not divide or disrupt an established community.

Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

e) *EIR396 Conclusion: Not specifically addressed in EIR396 because the Environmental Assessment (EA36750) prepared as part of the NOP determined that the Project did not disrupt*

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

or divide the physical arrangement of an established community. EIR396 Addendum #'s 1 through 6 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 6 are collectively referred to as "the prior CEQA Documents."

The proposed Project is located within an undeveloped area with no established community and occupies the same area as previously analyzed. Thus, the Project will not disrupt or divide an established community. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 with exception of mitigation measures MMLU-1, MM LU-3 and MM LU-4, remain in effect as they are no longer applicable to the proposed Project as described in Items 29a. through 29d., above.

Monitoring: Monitoring for all mitigation measures remain as identified in EIR396 Addendum #7.

MINERAL RESOURCES Would the Project

30. Mineral Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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"/>

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a-d) *EIR396 Conclusion: Not specifically addressed in the EIR396 because the Environmental Assessment (EA36750) prepared as part of the NOP determined that the Project was not located within a mineral resource zone. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project occupies the same area as previously analyzed and does not lie within an MRZ. It falls within an unstudied area. The proposed Project will not result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State. Therefore, no new or substantially increased impacts result from the Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the Project.

Monitoring: Monitoring for all mitigation measures remain as identified in EIR396 Addendum #7.

NOISE Would the Project result in

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

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. Airport Noise

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the Project expose people residing or working in the Project area to excessive noise levels?

NA A B C D

b) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?

NA A B C D

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a-b) *EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project occupies the same area (footprint) as previously analyzed in EIR396. As discussed in EIR-396 Addendum No. 2, the 60 dBA CNEL contour is shown to extend south of Avenue 62. 45 of proposed the Racetrack Recreational Units would be located within the 60 dBA Community Noise Equivalent Level (CNEL) aircraft noise contour and some would be located within the 65 dBA (CNEL) aircraft noise contour, conflicting with Riverside County General Plan Policy N 7.3. However, this policy identifies that new residential subdivisions are not permissible within these noise contour levels and the proposed Project is not a residential subdivision. Further, on March 24, 2015, the Riverside County Board of Supervisors approved a Noise Exemption across the entire Thermal Club site as track noise ranges from 88 to 105 dBA and many units will be located trackside with observations decks. Thus, the Project does not conflict with any General Plan policies related to airports. Further, Avigation Easements are required on all units whereby property owners are notified that the Project is in the vicinity of an airport. As such, the property may be subject to annoyances and inconveniences associated with airport operations. Thus, the proposed Racetrack Recreational Unit is not impacted by noise related to aircraft or aircraft operations due to the nature of the Thermal Club and the noise associated with its motor vehicle racing facilities. Thus, the proposed Project does not result in impacts from airport-related noise beyond those previously analyzed in EIR396 and no further analysis is necessary. Furthermore, the project does not lie within the vicinity of a private airstrip. Therefore, no new or substantially increased impacts result from the Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for all mitigation measures remain as identified in EIR396 Addendum #7.

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

32. Railroad Noise

NA A B C D

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

EIR396 Conclusion: Not Applicable. The Environmental Assessment Form (EA36750) prepared as part of the Notice of Preparation process for EIR396 concluded that the Project would not be subject to railroad noise. The closest rail line is Southern Pacific (which merged with the Union Pacific Railroad on September 11, 1996. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."

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 line. 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 the Project implementation. 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 the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for all mitigation measures remain as identified in EIR396 Addendum #7.

33. Highway Noise

NA A B C D

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

EIR396 Conclusion: Significant and Unavoidable. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."

The proposed Project lies within the same area previously analyzed which identified that under Existing Plus Ambient Growth Plus Project Conditions (which compares noise levels with and without SP No. 303A3 traffic under existing plus ambient growth conditions), the following roadway segments will experience a CNEL increase greater than 5.0 dBA that is attributable to proposed Project-specific traffic:

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

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

9. Avenue 62 from Polk Street to Fillmore Street: 12.3 dBA increase.

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

1. "C" Street from Avenue 64 to Avenue 62: 9.1 dBA increase;
2. "D" Street from Polk Street to Avenue 62: 9.1 dBA increase;
3. "E" Street from Avenue 66 to Avenue 64: 6.6 dBA increase; and
4. Avenue 64 from Tyler Street to "C" Street: 5.7 dBA increase.

The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses for the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas, and does not increase the site's intensity; only removes the overnight stay restriction. Hence, the proposed Project will not result in traffic trips beyond that already analyzed as part of SP No. 303A3. Thus, the proposed Project's potential impacts regarding noise impacts from traffic are no different from those previously analyzed and all mitigation remains in effect. Therefore, no new or substantially increased impacts result from the Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for all mitigation measures remain as identified in EIR396 Addendum #7.

34. Other Noise

NA A B C D

Source: EIR-396 Addendum #4 and EIR-396 Addendum #6

Findings of Fact:

EIR396 Conclusion: Not Applicable. The Environmental Assessment Form (EA36750) prepared as part of the NOP concluded that the Project would not be subject to other noise sources. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."

The proposed Project would not be subject to other noise sources as previously analyzed. The proposed Project will not alter the present or planned land use of this area, and noise impacts from operations from those land uses will be similar to those examined previously. There are no new noise sources in the area that would affect the Project. Therefore, no new or substantially increased impacts result from the Project beyond those analyzed by the prior CEQA documents.

Mitigation: None

Monitoring: None Required

35. 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?

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

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

- a) *EIR396 Conclusion: Significant and Unavoidable. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project lies within the same area that was previously analyzed. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses for the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas and does not increase the site's intensity; only removes the overnight stay restriction. Potential impacts for these uses were fully analyzed in EIR-396 Addendum's #2 and #5 and all mitigation remains in effect. Further, as part of SP No. 303A3, a Noise Ordinance Exception (NE06) was approved that provides for a continuous event exception to the provisions of Ordinance No. 847 as outlined in Section 7 of the Ordinance to the uses within the boundaries of the Thermal Club because the track units contiguous to the track (not a part of this Project) will be placed in an environment where noise is continually higher when racing and maintaining vehicles than is permitted by the Ordinance without such an exception. Therefore, no new or substantially increased impacts result from the Project beyond those analyzed by the prior CEQA documents.

- b,c) *EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

Construction and operation of the proposed Project was previously analyzed and all mitigation remains in effect. Construction, operation and associated infrequent maintenance will not produce any substantial temporary or period noise levels. Construction of the proposed Project will encompass the same area, will not substantially increase the future intensity of land uses, and utilizes the same types of construction equipment previously analyzed.

In addition, as stated in the Riverside County Airport Land Use Commission's (ALUC) December 14, 2017 staff report, 50 of the Project's lots are located within the 60-65 db(A) CNEL (Community Noise Equivalent Level) aircraft noise contours and 25 are within the 65 db(A) aircraft noise contour, where new residential subdivisions are not permissible pursuant to Policy N 7.3 of the Noise Element of the Riverside County General Plan. The staff report also goes further to delineate the CNEL by areas of the Project site, stating that the average aircraft noise along the east side of the racetrack ranges from 55-60 CNEL, and 65-70 CNEL on the west side. Previously, the units authorized for overnight stays were located within areas subject to aircraft noise below 60 CNEL. Typical construction methods would typically reduce noise levels

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

by 20 db(a), thus reducing average aircraft noise along the east side of the racetrack to 35-40 CNEL.

The Project was modified since the December 14, 2017 ALUC determination to only include 75 lots along the east side of the racetrack, and therefore within the 35-40 CNEL range once constructed. The lots along the northwest side of the racetrack would remain prohibited from overnight stays, and therefore consistent with the noise analysis conducted by ALUC and included in the December 15, 2017 staff report. Therefore, noise impacts from flyover aircraft will not impact the Project with excessive noise, consistent with Public Utility Code section 21670(a)(1) and (2). Furthermore, the founder's lots were previously approved with a noise exception due to the lot's proximity to the racetrack, and the noise produced by the racetrack.

Thus, the proposed Project will not result in an increase of ground-borne vibration or ground-borne noise levels. Therefore, no new or substantially increased impacts result from the Project beyond those analyzed by the prior CEQA documents.

-) *EIR396 Conclusion: Not Analyzed. EIR396 Addendum #'s 2 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 2 through 7 are collectively referred to as "the prior CEQA Documents."*

EIR396 Addendum No. 2 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. 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. Further, the Project does not place any sensitive receptors near existing sources of vibration noise. As the proposed Project occurs within the same footprint as previously analyzed, it will not result in an increase of ground-borne vibration or ground-borne noise levels. Therefore, no new or substantially increased impacts result from the Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project

Monitoring: Monitoring for all mitigation measures remain as identified in EIR396 Addendum #7

POPULATION AND HOUSING Would the Project				
36. 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"/>

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No New Impact
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"/>

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a,c) *EIR396 Conclusion: No Impact. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project occupies the same area as previously analyzed, contains no existing or future housing, and has been graded. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses in the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas and does not increase the site's intensity; only removes the overnight restriction. Thus, the proposed Project will not displace existing housing or substantial numbers of people beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

b,d-f) *EIR396 Conclusion: Less Than Significant. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project occupies the same area as previously analyzed, contains no existing or future housing, and has been graded. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses in the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas and does not increase the site's intensity; only removes the overnight restriction. The proposed Project would not affect a County Redevelopment Project Area. Thus, the proposed Project will not create a demand for additional housing, affect a redevelopment area, exceed population projections or induce substantial population growth in the area beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: None

Monitoring: None Required.

PUBLIC SERVICES Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

37. Fire Services	<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	No New Impact
------------------------------------	---------------------------------------------------------------	----------------------------------	---------------

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."

The proposed Project lies within the same area as previously analyzed and all mitigation remains in effect. The fire risks associated with the proposed Project and its associated uses remain as they were previously analyzed. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

38. Sheriff Services

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."

The proposed Project lies within the same area and all mitigation remains in effect. The proposed Project includes the same types of allowable uses as previously analyzed. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

39. Schools

Source: EIR-396 Addendum #4 and EIR-396 Addendum #6

Findings of Fact:

EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."

The proposed Project lies within the same area as previously analyzed and all mitigation remains in effect. The Project does not propose any changes to approved allowable uses that would increase the overall future intensity of the site and does not include any residential density increase that would otherwise impact schools. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

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

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7

40. Libraries

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

EIR396 Conclusion: Significant and Unavoidable. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."

The proposed Project lies within the same area as previously analyzed and all mitigation remains in effect. The proposed Project does not create residential development that would make an additional need for library services. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

41. Health Services

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."

The proposed Project lies within the same area as previously analyzed with no increase to overall intensity. All mitigation remains in effect. The proposed Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

RECREATION

42. Parks and Recreation

a) Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

b) Would the Project include the use of existing neighborhood or regional parks or other recreational facilities

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

such that substantial physical deterioration of the facility would occur or be accelerated?

c) Is the Project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
-----------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------	--------------------------	--------------------------	-------------------------------------

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

a,b) *EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project lies within the same area that was previously analyzed, and does not increase the intensity of the site. The Project also does not provide residential uses that generate an increase in population prompting the need for parkland. All mitigation remains in effect. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

c) *EIR396 Conclusion: Less Than Significant. EIR396 Addendum #'s 1 through 6 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 6 are collectively referred to as "the prior CEQA Documents."*

The proposed Project lies within the same area as previously analyzed and is located within the Thermal #125 Street Lighting County Service Area, a special district formed for the purposes of providing street lighting to the Project and within the jurisdiction of the Desert Recreation District. The project does not include residential development that would prompt the need to meet Quimby requirements. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by EIR396.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

43. Recreational Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
-------------------------	--------------------------	--------------------------	--------------------------	-------------------------------------

Source: EIR-396 Addendum #2 and EIR-396 Addendum #5

Findings of Fact:

EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."

The proposed Project lies within the same area as previously analyzed and all mitigation remains in effect. The Project will be required to comply with trail improvements as dedications as identified in the approved Specific Plan. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

Mitigation: All mitigation measures related to this issue that were identified in EIR396 Addendum #7 remain in effect as they are not affected by the proposed Project.

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

Monitoring: Monitoring for All mitigation measures remain as identified in EIR396 Addendum #7.

TRANSPORTATION/TRAFFIC Would the Project

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No New Impact
44. Circulation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Alter waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Cause an effect upon circulation during the Project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR-396 Addendum #2; EIR-396 Addendum #5; and SunLine

Findings of Fact:

a-b) *EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project occupies the same area as previously analyzed. The number of traffic trips The Thermal Club membership would produce under SP No. 303A3 was previously analyzed under EIR396 Addendum #5. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses in the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas and does not increase the site's

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

intensity; only removes the overnight restriction. Thus, all proposed mitigation measures presented as a result of SP No. 303A3 related to Traffic remain effective. As EIR-396 Addendum #5 found impacts to be less than significant and fully analyzed by EIR396, the same holds true for the proposed Project. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

- c) *EIR396 Conclusion: Not specifically addressed in the EIR396 because the Environmental Assessment (EA36750) prepared as part of the NOP determined the project would not result in a change in air traffic patterns or a change in location that results in substantial safety risks. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project occupies the same area as previously analyzed. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses in the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas and does not increase the site's intensity; only removes the overnight restriction. Thus, the Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Project beyond those analyzed by the prior CEQA documents.

- d) *EIR396 Conclusion: Not specifically addressed in the EIR396 because the Environmental Assessment (EA36750) prepared as part of the NOP determined the project would not result in an alteration of waterborne, rail, or air traffic. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project occupies the same area as previously analyzed. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses in the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable Mixed Use and other adjacent Planning Areas and does not increase the site's intensity; only removes the overnight restriction. Therefore, no new or substantially increased impacts result from the Project beyond those analyzed by the prior CEQA documents.

- e) *EIR396 Conclusion: Not specifically addressed in EIR396 because the Environmental Assessment (EA36750) prepared as part of the NOP determined the project would not substantially increase hazards due to design features or incompatible uses. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project occupies the same area as previously analyzed and will not result in an increase in traffic hazards due to design or incompatible uses. Design features such as roadway curve radii, sight distances, and passing lanes will be designed to meet County standards. Therefore, no new or substantially increased impacts result from the Project beyond those analyzed by the prior CEQA documents.

- f) *EIR396 Conclusion: Threshold did not previously exist, however one of the Riverside County General Plan's objectives related to circulation at the time of EIR396 included encouraging the*

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

use of road improvement financing mechanisms which equitably distribute the cost of road improvements. The project was able to show that development of the Kohl Ranch Specific Plan was projected to generate a recurring fiscal surplus to the County so as not to create a significant impact. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."

The proposed Project occupies the same area as previously analyzed. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses in the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas and does not increase the site's intensity; only removes the overnight restriction. Thus, proposed Project will not result in a significant change in the need for new or altered maintenance from those road improvements already analyzed. The proposed Project is similarly subject to payment of TUMF and County Development Impact Fees, which will be applied toward roadway infrastructure maintenance and improvement. Therefore, no new or substantially increased impacts result from the Project beyond those analyzed by the prior CEQA documents.

- g) *EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project occupies the same area as previously analyzed. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses in the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas and does not increase the site's intensity; only removes the overnight restriction. The proposed Project will still be required to comply with the Riverside County Transportation Department's Improvement Plan Check Policies and Guidelines. Compliance with these guidelines will reduce potential construction-related traffic impacts to public roadways. Therefore, no new or substantially increased impacts result from the Project beyond those analyzed by the prior CEQA documents.

- h) *EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project occupies the same area as previously analyzed. No changes to the Circulation Plan are proposed and as such, any existing or planned roadways previously approved will be realized as adopted. Development of the Project will improve emergency access by improving roads surrounding the site. Emergency access throughout the Project site will be developed in accordance to County ordinances, standard conditions of approval, and permits related to emergency access. Therefore, no new or substantially increased impacts result from the Project beyond those analyzed by the prior CEQA documents.

- i) *EIR396 Conclusion: Less Than Significant with Mitigation. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project occupies the same area as previously analyzed. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses in the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas and