

SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

PROJECT LABEL:

APN:	0231-011-09-0000
APPLICANT:	AUTO CLUB SPEEDWAY
COMMUNITY:	FONTANA/2ND SUPERVISORIAL DISTRICT
LOCATION:	WEST SIDE OF CHERRY AVENUE, APPROXIMATELY 2300' NORTH OF SAN BERNARDINO AVENUE
PROJECT NO:	P200800472/RMC
STAFF:	Heidi Duron
REP(S):	HDR Engineering, Inc.
PROPOSAL:	REVISION TO THE PLANNED DEVELOPMENT TEXT FOR THE AUTO CLUB (CALIFORNIA) SPEEDWAY EVENT CENTER TO MODIFY THE NOISE STANDARDS FOR ALL FACILITY OPERATIONS ON 550 ACRES.

USGS Quad: Fontana
T, R, Section: T 1S R 6W Sec. 15 SE¼
Thomas Bros.: Page 604

Planning Area: None
OLUD: SD-COM (Special Development -
Commercial)
Overlays: n/a

PROJECT CONTACT INFORMATION:

Lead agency: County of San Bernardino
Land Use Services Department - Current Planning
385 North Arrowhead Avenue
San Bernardino, CA 92415-0182

Contact person: Heidi Duron, Senior Planner
Phone No: (909) 387-4115
E-mail: hduron@lusc.sbcounty.gov

Fax No: (909) 387-3249

Project Sponsor: Auto Club Speedway
9300 Cherry Avenue
Fontana, CA 92335

PROJECT DESCRIPTION:

The project proposes to modify noise standards for all operations at the Auto Club (Speedway Event Center (formerly California Speedway)). The Auto Club Speedway encompasses approximately 550 acres in unincorporated San Bernardino County and within the City of Fontana Sphere Of Influence. The Speedway accommodates a 2-mile D-shaped oval track 75 feet in width with a 15-foot apron. The track encircles suites and associated facilities, the pit, and access ways. Also the facility hosts an interior AMA motorcycle track, an exterior cart track and a NHRA drag strip. A grandstand lies south of the track with more than 92,000 seats. A midway with restaurants and food service, entertainment, and vendor display facilities lies south of the grandstand. Parking is located inside the track and in lots around the periphery of the site, accommodating more than 31,000 spaces. The Speedway has been in operation since 1997. The maximum attendance is based on available parking and is currently capped at 110,000.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The Auto Club Speedway is located adjacent to industrial and commercial land uses, including California Steel Industries (CSI), West Valley Materials Recycling Facility (WVMRF), and warehouse uses located within the Kaiser Commerce Center Specific Plan (KCCSP). The CSI facilities, formerly part of the Kaiser Steel operation, are located to south. East of the speedway is the WVMRF. Parcels to the north, beyond the Burlington, Northern & Santa Fe (BNSF) railroad are generally industrial in nature. A Metrolink station is located adjacent to the site along the BNSF tracks. Further to the north, between Whittram Avenue and Arrow Route, is a mixture of residential and industrial uses within the City of Fontana and the abutting unincorporated area within the Fontana Sphere of Influence. Many of the residential lots in this area are deep and contain light industrial or repair-related uses that are operated in conjunction with the residential uses. The nearest residential units to the project site are located along Randall Avenue, east of Cherry Avenue.

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
Site	Auto Club Speedway Event Center	Special Development - Commercial
North	Mixed commercial, industrial, and residential	Regional Industrial
South	Industrial	Regional Industrial
East	Mixed commercial, industrial, and residential	Special Development - Commercial
West	Industrial	Regional Industrial

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

Federal: None; State of California: None; County of San Bernardino: Land Use Services – Code Enforcement; Local: None.

EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on seventeen (17) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

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

Substantiation is then provided to justify each determination. If the project is expected to result in potentially significant impacts, this is noted. The project's relationship to previous environmental documentation is also noted. Finally, a determination is made as to whether or not the issue will be addressed in the subsequent EIR.

1. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (Listing the impacts requiring analysis within the EIR).
2. Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures)
3. No significant adverse impacts are identified or anticipated and no mitigation measures are required. (Optional mitigation may be added by stating: "As a precautionary measure to further reduce any potential for impacts, the following requirement shall apply"):
4. No impacts are identified or anticipated and no mitigation measures are required.

At the end of the analysis the required mitigation measures are restated and categorized as being either self-monitoring or as requiring a Mitigation Monitoring and Reporting Program.

5. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

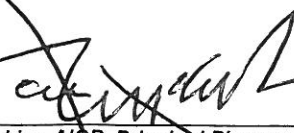
DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- 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 have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature (prepared by) Heidi Duron, Senior Planner

7/14/08
Date


Signature: John P. McGuckian AICP, Principal Planner

7/14/2008
Date

Potentially Significant Impact	Less than Significant with Mitigation Incorp	Less than Significant	No Impact
--------------------------------------	---	--------------------------	--------------

I. **AESTHETICS** - Would the project

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION (Check if project is located within the view-shed of any Scenic Route listed in the General Plan):

- I a) The project environs consist predominantly of commercial and industrial development, including factories, distribution facilities, major streets, and railroads, and do not accommodate scenic resources. The project site is not located within a designated Scenic Corridor. No scenic vistas are identified by the County's General Plan EIR within the vicinity of the project site that would be affected by the project. The project will not have a substantial adverse effect on a scenic vista.
- I b) No scenic highways are identified in the project vicinity by the County's General Plan EIR. There are no trees, rock outcroppings, or historic buildings on the project site. Therefore, the project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- I c) The project consists of revising noise standards, and does not involve any physical development. Thus, the project will not substantially degrade the existing visual character or quality of the site and its surroundings. Revision to the noise standards will have no physical or visual effect. Overall, no impact will result.
- I d) The proposed project will not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area because this site is already developed and is adjacent to existing development. Revision of the County's noise standards will not affect any existing light or glare condition. The project will not affect lighting or glare.

The project consists of revising noise standards, and does not involve any physical modifications. No potentially significant adverse impacts are identified or anticipated. No new impact or increase in severity of a previously analyzed impact will result. Aesthetic issues will not be addressed in the EIR.

Potentially Significant Impact	Less than Significant with Mitigation Incorp	Less than Significant	No Impact
--------------------------------------	---	--------------------------	--------------

II. **AGRICULTURE RESOURCES** - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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 zoning for agricultural use, or a Williamson Act contract? | <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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

SUBSTANTIATION (Check if project is located in the Important Farmlands Overlay):

- II a) The subject property is not identified or designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. There are no agricultural uses on the site currently.
- II b) The subject property is developed with the California Speedway, and was previously developed with the Kaiser Steel Mill. The site has not been utilized for agricultural purposes for many decades. The project does not conflict with any agricultural land use or Williamson Act land conservation contract. No impact will result.
- II c) The subject property is designated PD for commercial recreation uses. No agricultural operations are located on the site. The project involves modifications to the County's noise standards, and does not include any physical changes that might impact agricultural operations. The project does not involve any other changes in the existing environment that, due to their location or nature, could result in conversion of Prime Farmland to a non-agricultural use.

The project involves modifications to the County's noise standards, and does not include any physical modifications. No significant adverse impacts on agricultural resources are identified or anticipated. No impacts were identified previously on agricultural operations, and no new impact or increase in severity of a previously analyzed impact will result. Agricultural issues will not be addressed by the EIR.

	Potentially Significant Impact	Less than Significant with Mitigation Incorpor	Less than Significant	No Impact
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
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 to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (Discuss conformity with the South Coast Air Quality Management Plan, if applicable):

- III a) The project involves modified noise standards at an existing race track. No physical or programmatic improvements are proposed that might increase trip generation or otherwise result in air pollution. Therefore, the project does not conflict with or obstruct implementation of the South Coast Air Quality Management Plan.
- III b) No physical changes will result from modifying the noise standards. No increased trip generation or substantial construction activities that might violate any air quality standard or contribute substantially to an existing or projected air quality violation are anticipated. Changes to the mix of race vehicles on the drag strip will not result in substantial changes to the number of races and associated pollutant emissions. South Coast Air Quality Management District staff visited the site on April 24, 2007 to investigate existing operations and ascertain potential air quality violations, and no reportable action has been taken.
- III c) No physical changes will result from modifying the noise standards. The project will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed thresholds for ozone precursors).

- III d) The project involves modifying noise standards, and does not include any physical or programmatic changes that might alter sensitive receptor exposure to air pollutants. No impact will result.
- III e) The project involves modification to noise standards, and does not propose any changes to existing land use. No change in odors that might affect a substantial number of people is anticipated.

The project consists of revising noise standards, and does not involve any physical modifications. The project will not result in significant changes to criteria pollutant emissions, exposure of sensitive receptors to air pollution, odors, or conflict or obstruct any air quality management plan. No new impact or increase in severity of a previously analyzed impact will result. Air Quality issues will not be discussed in the EIR.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
--------------------------------------	--	--------------------------	--------------

IV. BIOLOGICAL RESOURCES - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) 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"/> |
| 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) 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"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

SUBSTANTIATION (Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database):

IV a) Modification of the noise standards does not involve any new construction or changes in existing operations that might impact biological resources. No change in the number of events or noise emissions is anticipated that might affect biological resources. The project site is in an urbanized area and is developed with the Auto Club Speedway. According to the PD for the Speedway, no sensitive species are expected to occur at the Speedway. Altering the noise standards will not have any adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status

species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

- IV b) According to the PD for the Speedway, no sensitive species are expected to occur at the site. The project will not have any adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service because the project site accommodates no such biological resources, riparian habitat, or sensitive natural community.
- IV c) The project involves modifications to the County's noise standards for the Speedway, and does not include any physical changes. No on-site wetlands are identified by the PD or the EIR for the Speedway. The project will not 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, because the project is not within an identified protected wetland.
- IV d) According to the PD for the Speedway, no sensitive species are expected to occur at the site. The project will not 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, because there are no such corridors or nursery sites within or near the project site.
- IV e) According to the PD for the Speedway, no sensitive species are expected to occur at the site. No County ordinances protecting biological resources will apply since the project involves modifications to the County's noise standards and does not propose any physical changes. This project will not conflict with any local policies or ordinances protecting biological resources because the site has been disturbed previously and there are no identified biological resources that are subject to such regulation.
- IV f) The County's General Plan EIR does not identify a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other habitat conservation plans for the site. According to the PD for the Speedway, no sensitive species are expected to occur at the site. Therefore, this project will not conflict with the provisions of any HCP, NCCP, or other approved local, regional, or state habitat conservation plan, because no such plan has been adopted in the area of the project site.

The project consists of revising noise standards, and does not involve any physical modifications. No significant adverse impacts are identified or anticipated. No significant impacts on biological resources were identified in the EIR for the Speedway. No new impact or increase in severity of a previously analyzed impact will result. Biological resources will not be addressed in the EIR.

Potentially Significant Impact	Less than Significant with Mitigation Incorp	Less than Significant	No Impact
--------------------------------------	---	--------------------------	--------------

V. CULTURAL RESOURCES - Would the project

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <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 §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

SUBSTANTIATION (Check if the project is located in the Cultural or Paleontologic Resources overlays or cite results of cultural resource review):

- V a) The EIR for the Speedway indicates that the Kaiser Steel Mill that previously existing on the site did not appear to be eligible for the National Register. The Speedway consists of modern development that replaced the Kaiser Steel Mill. Revisions to the County's noise standards for the Speedway will not result in any physical changes that might impact historic resources. This project will not cause a substantial adverse change in the significance of a historical resource because there are no such resources identified and no physical changes are proposed.
- V b) The project involves modifications to the County's noise standards, and does not propose any physical changes that might uncover unknown archaeological resources. According to the EIR for the Speedway, a survey of the project area revealed no prehistoric sites. This project will not cause a substantial adverse change to an archaeological resource, because there are no such resources identified, and no physical changes are proposed that might impact unknown resources on the site.
- V c) The EIR for the Speedway does not identify any paleontological or unique geological resources on the site. No physical changes are proposed that might impact any unknown paleontological or unique geological resources. Therefore, the project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature because no such resources have been identified and no physical changes are proposed.
- V d) The EIR for the Speedway does not identify any human remains on the site. The project does not propose any physical improvements that might disturb any unknown human remains. This project will not disturb any human remains, including those interred outside of formal cemeteries, because no such resources are identified and no physical changes are proposed. No impact will result.

The project consists of revising noise standards, and does not involve any physical modifications. No potentially significant adverse impacts are identified. No new impact or increase in severity of a previously analyzed impact will result. Therefore, cultural resources will not be addressed by the EIR.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
--------------------------------------	--	--------------------------	--------------

VI. GEOLOGY AND SOILS - Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. 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? Refer to Division of Mines and Geology Special Publication 42
 - ii. Strong seismic ground shaking?
 - iii. Seismic-related ground failure, including liquefaction?
 - iv. Landslides?
- b) Result in substantial soil erosion or the loss of topsoil?
- c) 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, subsidence, liquefaction or collapse?
- d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

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

SUBSTANTIATION (Check if project is located in the Geologic Hazards Overlay District):

VI a) (i-iv) The project involves modifications to noise standards at the Auto Club Speedway and does not include any physical improvements. The EIR for the Speedway does not identify any known on-site earthquake faults, liquefaction potential, or landslides. Although the site

is potentially subject to high levels of ground shaking, this potential is similar to other developed areas in the vicinity. Therefore, the project will not change exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving; i) rupture of a known earthquake fault, ii) strong seismic ground shaking, iii) seismic-related ground failure, including liquefaction or iv) landslides.

- VI b) The project involves modifications to the County's noise standards for the Speedway. No physical changes are proposed that might result in erosion or loss of topsoil. Therefore, no erosion or the loss of topsoil will result.
- VI c) The project involves modifications to noise standards. The EIR for the Speedway does not identify any onsite potential for landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, the project will not result in substantial changes to the potential for on or off site landslide, lateral spreading, subsidence, liquefaction or collapse.
- VI d) The project involves modifications to noise standards. No physical alterations are proposed that might change any soil condition. The EIR for the Speedway does not identify highly expansive soils on the site. Therefore, the project will not result in substantial changes to hazards from expansive soils.
- VI e) The project involves modifications to the County's noise standards for the Speedway. No physical changes are proposed that might impact wastewater disposal. The site is served by sewers. No impact will result.

The project consists of revising noise standards, and does not involve any physical modifications. No significant adverse impacts are identified or anticipated. No new impact or increase in severity of a previously analyzed impact will result. Geology and soils issues will not be addressed by the EIR.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp	Less than Significant	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
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) 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"/>
d) 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"/>
e) 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"/>
f) For a project within the vicinity of a private airstrip, 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"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- VII a) The project involves changes to noise standards, and does not propose any physical changes that might alter exposure to hazardous materials. No transport, use, or disposal of hazardous materials will occur due to the project. The project will not result in significant alterations in regards to the routine transport, use, or disposal of hazardous materials.
- VII b) The project involves changes to noise standards, and does not include any physical modifications. No alterations in the use of hazardous materials that might change the risk of hazardous materials releases will occur. The project will not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials.
- VII c) No schools are located within one-quarter mile of site. No impact will result.
- VII d) The project involves changes to noise standards, and does not propose any physical modifications that might alter exposure to hazards or hazardous materials. Therefore, no disturbance of hazardous materials sites listed pursuant to Government Code Section 65962.5 will occur. No hazard to the public or the environment will result.
- VII e) The project site is not within an airport land use plan or 2 miles of a public airport. No impact will result.
- VII f) The project site is not within the vicinity or approach/departure flight path of a private airstrip. No impact will result.
- VII g) The project involves changes to noise standards. No changes that might impact emergency response or evacuation are proposed. Emergency sirens will continue to be audible. The project will not impair implementation of or physically interfere with an adopted emergency response or evacuation plan.
- VII h) The project entails modifications to the County's noise standards for the Auto Club Speedway. No physical changes are proposed that might alter exposure to fire threats. No wildlands are adjacent to the site. Therefore, the project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

The project consists of revising noise standards, and does not involve any physical modifications. No significant adverse impacts are identified or anticipated with respect to hazards or hazardous materials. No new impact or increase in severity of a previously analyzed impact will result. These issues will not be addressed by the EIR.

Potentially Significant Impact	Less than Significant with Mitigation Incorp	Less than Significant	No Impact	
VIII. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) 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"/>
h) Place within a 100-year flood hazard area structure that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- VIII a) The project involves modified noise standards, and does not include any physical improvements. No changes to track operations that might alter water quality or waste discharge are proposed. The project will not violate any water quality standards or waste discharge requirements.
- VIII b) The project involves modified noise standards and does not include any actions that might affect groundwater. No physical modifications are proposed that might deplete groundwater supplies or impede groundwater recharge. Therefore, the project will not 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.
- VIII c) The project involves modified noise standards and does not propose any alteration to a drainage pattern, stream, or river. No physical changes are proposed that might impact any drainage pattern, stream, or river. No erosion or siltation will result from the project. Therefore, the project will not 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.
- VII d) The project involves modified noise standards. No actions that might change drainage patterns are proposed and no flooding will result from the project. Thus, the project will not alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.
- VIII e) The project proposes to modify the noise standards for the Auto Club Speedway. No physical changes are proposed that might increase runoff or polluted runoff. Therefore, the project will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
- VIII f) The project involves modified noise standards. No physical changes are proposed that might alter water quality. The project will not otherwise substantially degrade water quality.
- VIII g) The project does not include housing. Therefore, the project will not 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 maps.
- VIII h) The project involves modifying the Speedway's noise standards. No structures are proposed. Therefore, no structures will be placed within any flood hazard zone.
- VIII i) The project involves modified noise standards. No changes to on-site physical conditions are proposed that will alter exposure of people or structures to risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. Therefore, no impact will result.

VIII j) The project is not within the vicinity of any body of water subject to seiche or tsunami. No potential for mudflow is identified in the site vicinity, and the surrounding area is relatively flat. Therefore, the project will not be impacted by inundation by seiche, tsunami, or mudflow.

The project consists of revising noise standards, and does not involve any physical modifications. No significant adverse impacts are identified or anticipated in regards to hydrology or water quality. No new impact or increase in severity of a previously analyzed impact will result. These issues will not be addressed in the EIR.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp	Less than Significant	No Impact
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- IX a) The project involves modification to noise standards at the Auto Club Speedway. No physical changes are proposed. No communities reside on the project site. The project will not physically divide any established community.
- IX b) The project involves modification to noise standards and does not include any physical changes. Revision of the noise standards will ensure compliance with applicable noise regulations and protect public safety. Therefore, this modification will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.
- IX c) According to the County's General Plan EIR, no HCP or NCCPs have been designated within the area surrounding the project site. No habitat conservation lands are required to be purchased as mitigation for the proposed project. The EIR for the Speedway does not identify any sensitive species on the site. The project involves modifying the County's noise standards for the Speedway, and does not propose any physical changes. Therefore, the project will not conflict with any applicable HCP or NCCP.

The project consists of revising noise standards, and does not involve any physical modifications. No significant adverse impacts are identified or anticipated. No new impact or increase in severity of a previously analyzed impact will result. Land use and planning issues will not be addressed in the EIR.

Potentially Significant Impact	Less than Significant with Mitigation Incorp	Less than Significant	No Impact
--------------------------------------	---	--------------------------	--------------

X. MINERAL RESOURCES - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and 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"/> |

SUBSTANTIATION (Check if project is located within the Mineral Resource Zone Overlay):

- X a) The General Plan Update EIR does not identify any mineral resources on the site or the surrounding area. The project involves modifying the County's noise standards for the Speedway, and does not include any physical alterations that might affect mineral resources. Therefore, the project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- X b) The General Plan Update EIR does not identify any mineral resources on the site or the surrounding area. The project involves modifying the County's noise standards for the Speedway, and does not include any physical alterations that might affect mineral resources. Thus, the project will not result in the loss of availability of a locally important mineral resource recovery site.

The project consists of revising noise standards, and does not involve any physical modifications. No significant adverse impacts are identified or anticipated. No new impact or increase in severity of a previously analyzed impact will result. Mineral resources will not be addressed by the EIR.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XI. NOISE - Would the project:				
a) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (Check if the project is located in the Noise Hazard Overlay District or is subject to severe noise levels according to the General Plan Noise Element):

- XI a) The project involves modifying the County's noise standard for the Speedway based on relevant health standards. Existing noise levels from races on the oval track will not change. Modifications to Speedway programs as a result of the proposal will be limited to the types of cars utilized on the drag strip. The potential of this change to expose people to noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies will be addressed by the EIR.
- XI b) The project does not involve any physical or programmatic changes that might substantially alter groundborne vibration or groundborne noise levels at nearby sensitive receptors. No modification to racing programs on the oval will occur due to the proposal. The change in vehicle types on the drag strip will not result in substantial changes to groundbourne noise or vibration. No significant impact is expected.

- XI c) The project involves modifying the County's noise standard for the Speedway. No modification to racing programs on the main track will occur due to the proposal. Modifications to Speedway programs as a result of the proposal will be limited to the types of cars utilized on the drag strip. The potential of this change to alter noise levels will be addressed by the EIR.
- XI d) The project involves modifying the County's noise standard for the Speedway. No change in noise levels from the race track will occur, but new vehicle types on the drag strip may result in greater noise than existing operations. The potential of this change to alter noise levels will be addressed by the EIR.
- XI e) The project is not located within an airport land use plan area or within 2 miles of a public/public use airport.
- XI f) The project is not within the vicinity of a private airstrip.

Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are that the project involves modifying the County's noise standards for the Speedway based on relevant health standards. Additional vehicle types will also be permitted on the drag strip. The environmental impacts of these changes will be discussed by the EIR. No other noise or vibration issues will be addressed in the EIR.

Potentially Significant Impact	Less than Significant with Mitigation Incorp	Less than Significant	No Impact
--------------------------------------	---	--------------------------	--------------

XII. POPULATION AND HOUSING - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) 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"/> |
| b) 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"/> |
| 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"/> |

SUBSTANTIATION

- XII a) The project involves modifying noise standards for the Auto Club Speedway, and will not affect population, housing, or employment. No physical alterations that might affect population, housing, or employment in any way are proposed. The project will not induce substantial population growth in an area either directly or indirectly. No impact will result.
- XII b) The project consists of updating the County's noise standards for the Speedway. No physical changes are proposed. No housing is located on the project site. No housing units are proposed to be demolished as a result of this proposal, and therefore, no replacement housing will be required. No impact will result.
- XII c) The project consists of updating the County's noise standards for the Speedway. No physical changes are proposed. No people reside on the project site. Thus, the proposed project will not displace substantial numbers of people necessitating the construction of replacement housing elsewhere.

The project consists of revising noise standards, and does not involve any physical modifications. No significant adverse impacts are identified or anticipated. No new impact or increase in severity of a previously analyzed impact will result. Population and housing issues will not be addressed by the EIR.

Potentially Significant Impact	Less than Significant with Mitigation Incorp	Less than Significant	No Impact
--------------------------------------	---	--------------------------	--------------

XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:

Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

XIII a) The project involves modifying noise standards for the Auto Club Speedway. The project does not involve any physical or programmatic changes that might alter demand for public services. The EIR and the PD for the Speedway provide measures to ensure proper event operations, including for security, safety, and fire protection. Continued implementation of these measures ensures less than significant impacts. The proposed project will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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, including fire and police protection, schools, parks or other public facilities.

The project consists of revising noise standards, and does not involve any physical modifications. No significant adverse impacts are identified or anticipated. No new impact or increase in severity of a previously analyzed impact will result. Public services will not be addressed by the EIR.

Potentially Significant Impact	Less than Significant with Mitigation Incorp	Less than Significant	No Impact
--------------------------------------	---	--------------------------	--------------

XIV. RECREATION

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

SUBSTANTIATION

- XIV a) The project involves modifications to noise standards for the California Speedway, and will not result in increased or redistributed population, housing, or employment that might impact demand for recreation. No physical alterations are proposed. Programmatic changes will not alter demand or use of recreational facilities. The project will not increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- XIV b) The project proposes to modify the noise standards for the Speedway. No physical alterations are proposed. Programmatic changes will not alter demand or use of recreational facilities. The project does not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment because the type of project proposed will not result in an increased demand for recreational facilities.

The project consists of revising noise standards, and does not involve any physical modifications. No significant adverse impacts are identified or anticipated. No new impact or increase in severity of a previously analyzed impact will result. Recreation issues will not be addressed by the EIR.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XV. TRANSPORTATION/TRAFFIC - Would the project:				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard 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) 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"/>
e) Result in inadequate emergency access? .	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- XV a) The project involves modifications to noise standards. No physical changes are proposed. The project will not cause any increase in traffic in relation to the existing traffic load and capacity of the street system because it only involves modifications to the Speedway's noise standards. No physical or programmatic improvements are proposed that might affect traffic patterns. The Speedway will continue to implement traffic management procedures as required by the PD and EIR.
- XV b) The project entails modifying the noise standards for the Auto Club Speedway, and does not propose any physical or programmatic improvements that might increase or alter traffic patterns. No increase in traffic will result from the project. The Speedway will continue to implement traffic management procedures as required by the PD and EIR. Therefore, the project will not exceed, either individually or cumulatively, a level of service standard established by the County.

- XV c) The project involves modifications to noise standards. No physical changes are proposed. The project will not 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. No airports lie in proximity to the project site. No impact on air traffic volumes by passengers or freight will be generated by the project and no new air traffic facilities are proposed.
- XV d) The project entails modifying the noise standards for the Speedway. The project will not result in any physical or programmatic changes that might increase hazards due to design features or incompatible uses. The project site is adjacent to established roadways and is accessed at points with adequate site distance and properly controlled intersections. There are no incompatible uses proposed by the project that will impact surrounding land uses.
- XV e) The project involves modifications to the County's noise standards for the Speedway. The Speedway will continue to implement measures required by the EIR and PD for its operations to ensure adequate emergency access. No physical or programmatic changes that might impede emergency access are proposed. The project does not include any characteristics that would affect emergency access.
- XV f) The project involves modifications to the County's noise standards for the Speedway. No physical or programmatic changes that might affect parking are proposed. The Speedway will continue to implement parking management strategies to effectively and efficiently utilize existing parking facilities. The project will not change demand for parking because it only involves modifying the noise standard for the Speedway, and does not propose any programmatic or physical improvement.
- XV g) The project involves modifications to the County's noise standards for the Speedway. No physical or programmatic changes that might alter alternative transportation patterns are proposed. The Speedway will continue to implement measures to encourage alternative transportation. The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks) and does not include any changes to alternative transportation facilities or programs.

The project consists of revising noise standards, and does not involve any physical modifications. No significant adverse impacts are identified or anticipated. No new impact or increase in severity of a previously analyzed impact will result. Transportation/traffic issues will not be addressed by the EIR.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp	Less than Significant	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- XVI a) The project involves modifications to the County's noise standards for the Speedway. No physical or programmatic changes that might alter wastewater treatment are proposed. The Speedway will continue to comply with all applicable wastewater discharge requirements. The project does not include any physical or programmatic improvements that might exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region.
- XVI b) The project entails modifying the Speedway noise standards. No physical or programmatic improvements are proposed that might alter wastewater generation. Therefore, the project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

- XVI c) The project involves modifying noise standards for the Auto Club Speedway, and does not include any changes to stormwater drainage facilities. It will not require or result in construction of new storm water drainage facilities or expansion of existing facilities that could cause significant environmental effects.
- XVI d) The project involves modifying noise standards for the Speedway, and will not result in increased or altered demand for water. Continued compliance with standard regulations and implementation of the water system described in the Speedway PD and EIR will ensure continued proper distribution. Sufficient water supplies are available to serve the project from existing entitlements and resources, and no new or expanded entitlements are needed. No impact will result.
- XVI e) The project entails changing the noise standards for the Auto Club Speedway. No physical or programmatic improvements are proposed that might alter wastewater generation. The project will not result in increased or altered wastewater generation. No impact will result.
- XVI f) The project involves modifying noise standards for the Speedway, and will not result in increased or altered wastewater generation. Continued implementation of measures to reduce solid waste as required by the PD and EIR for the Speedway will work to minimize solid waste production. No impact will result.
- XVI g) The project relates to revising the noise standards for the Auto Club Speedway. No physical changes are proposed that might alter solid waste generation or handling of solid waste. Continued implementation of measures to reduce solid waste as required by the PD and EIR for the Speedway will work to minimize solid waste production. No impact will result related to solid waste statutes and regulations.

The project consists of revising noise standards, and does not involve any physical modifications. No significant adverse impacts are identified or anticipated. No new impact or increase in severity of a previously analyzed impact will result. Utilities and service systems will not be addressed by the EIR.

Potentially Significant Impact	Less than Significant with Mitigation Incorp	Less than Significant	No Impact
--------------------------------------	--	--------------------------	--------------

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

- | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION

- XVII a) The project involves modifying noise standards for the Auto Club Speedway and will not impact natural resources. No physical changes are proposed. Programmatic alterations are limited to a greater range of vehicle classes permitted at the drag strip. The EIR for the Speedway identifies potentially significant effects related to traffic, noise, and air quality. The project will not alter these conclusions. Overall, the project does not have any potential to significantly degrade the overall quality of the region's environment or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
- XVII b) The EIR for the Speedway identifies potentially significant unavoidable cumulative impacts from traffic and air quality. The project entails modifications to the noise standards for the Auto Club Speedway, and does not include any physical changes that might contribute to these potential cumulative impacts. In general, the project is not expected to have impacts that are individually limited, but cumulatively considerable, except potentially for noise. Therefore, the project's potential cumulative noise impacts will be discussed in the EIR.

XVII c) The project involves modification to the noise standards for the Speedway, and will not result in any physical improvements. The EIR for the Speedway identifies potentially significant unavoidable impacts on traffic, air quality, and noise. The project will not alter these conclusions. Overall, the project will not have environmental impacts that will cause substantial adverse effects on human beings, either directly or indirectly, except potentially in regards to noise. The project's potential noise impacts will be evaluated by the EIR

The project consists of revising noise standards, and does not involve any physical modifications. No significant adverse impacts are identified or anticipated, except potentially for noise. No new impact or increase in severity of a previously analyzed impact will result, except for noise. Therefore, with the exception of cumulative noise effects, these issues will not be addressed by the EIR.

GENERAL REFERENCES (List author or agency, date, title)

Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)

California Department of Water Resources Bulletin #118 (Critical Regional Aquifers), 1975.

CEQA Guidelines, Appendix G

California Standard Specifications, July 1992

County Museum Archaeological Information Center

County of San Bernardino Development Code, 2007

County of San Bernardino General Plan, adopted 2007

County of San Bernardino Hazard Overlay Map FH22

County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998

County of San Bernardino, Countywide Integrated Waste Management Plan, March 1995

County of San Bernardino, June 2004, *San Bernardino County Stormwater Program, Model Water Quality Management Plan Guidance*.

County of San Bernardino Road Planning and Design Standards

Environmental Impact Report, San Bernardino County General Plan, 2007

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map

South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993

PROJECT SPECIFIC REFERENCES

Final Environmental Impact Report, The California Speedway, 1995. Prepared by EIP.

Initial Study, The California Speedway Event Center Planned Development, 2003. Prepared by LSA Associates, Inc.

Specification Analysis California Speedway County of San Bernardino, November 12, 2007.
Prepared by Gordon Bricken & Associates.