

**Findings of Fact:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Increase height of perimeter sound barriers; and/or

- Reduce allowable trackside noise levels.

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

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

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

*Mitigation Measure C8-1* – Construction activities within 800 feet of existing sensitive receptors shall take place only between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday. Construction activities that occur within one mile of a sensitive receptor but not closer than 800 feet shall be restricted to the hours of 7:00 a.m. and 10:00 p.m. Monday through Saturday. Construction under either of these two scenarios shall not be allowed on Federal holidays. Construction activities where there are no sensitive receptors within a one-mile radius shall not be time-restricted (EIR, p. V-146).

*Mitigation Measure C8-2* – All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers (EIR, p. V-146).

*Mitigation Measure C8-3*–Stationary equipment shall be placed such that emitted noise is directed away from any existing sensitive noise receivers (EIR, p. V-146).

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

Whenever a construction site is within one-quarter ( $\frac{1}{4}$ ) mile of an occupied residence(s), no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00

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

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

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

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

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

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

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

<sup>8</sup> Source: City of Perris General Plan, Noise Element, Appendix C: Technical Noise Area Definitions, page 69

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

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

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

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

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

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

*Mitigation Measure C8-5* – Residential and school uses proposed within the 60 CNEL contour of Avenue 62, Avenue 66, Tyler Street, Polk Street, A Street, B Street, and C Street shall require a noise analysis by a qualified acoustical consultant to ensure the noise standards are met.

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

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

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

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

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

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

## Notes:

<sup>1</sup> Preliminary AIA, p.18-19, Table 4<sup>2</sup> Preliminary AIA, p. 22, Table 6

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

d) *EIR396 Conclusion – Not Analyzed.*

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

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

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

**POPULATION AND HOUSING**

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

Sources: Project Description; RCLIS; EIR396 et al

Findings of Fact:

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

*Discussion of the Modified Project:* The Modified Project occupies the same area as previously analyzed. The Modified Project site is partially constructed or graded for TTC Motorsports Park facilities while the rest is vacant and contains no existing housing. Thus, the Modified Project would not displace existing housing.

*Finding:* The Modified Project has no potential to displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere area beyond those previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

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

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

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

- c) *EIR396 Conclusion – No Impact:* See discussion Item 34a above.
- d) *EIR396 Conclusion –Less than Significant:* The northern portion of the Project site is located within the Thermal and Jacqueline Cochran Airport Redevelopment Area designed to address the need to promote economic development and create employment opportunities. The area now being used for agriculture use is suitable for industrial development. The Project provides for a mix of uses, including industrial uses in the northern portion of the Project site which meets the Southern California Association of Governments (SCAG) Regional Comprehensive Plan (RCP) goal of re-invigorating the region's economy (EIR, p. V-363).

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

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

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

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

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

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

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

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

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

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

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

**PUBLIC SERVICES**

<p><b>35. Fire Services:</b> 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?</p>	<p>Potentially Significant New Impact</p> <p><input type="checkbox"/></p>	<p>Less than Significant New Impact with Mitigation Incorporated</p> <p><input type="checkbox"/></p>	<p>Less than Significant New Impact</p> <p><input type="checkbox"/></p>	<p>Impacts Fully Analyzed in EIR No. 396</p> <p><input checked="" type="checkbox"/></p>
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Sources: EIR396; Google Maps; Project Description

Findings of Fact:

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

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

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

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

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

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

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

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

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

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

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

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

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

Sources: EIR396 et al; Project Description

Findings of Fact:

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

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

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

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

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

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

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

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

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

<p><b>37. Schools:</b> 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?</p>	Potentially Significant New Impact <input type="checkbox"/>	Less than Significant New Impact with Mitigation Incorporated <input type="checkbox"/>	Less than Significant New Impact <input type="checkbox"/>	Impacts Fully Analyzed in EIR No. 396 <input checked="" type="checkbox"/>
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Sources: EIR396 et al ; Project Description

Findings of Fact:

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

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

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

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

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

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

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

Sources: EIR396 et al; Project Description

Findings of Fact:

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

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

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

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

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



	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
39. <b>Health Services:</b> 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR396 et al; Project Description

**Findings of Fact:**

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

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

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

**RECREATION**

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
40. <b>Parks and Recreation</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the Project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Is the Project located within a County Service Area 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"/>

Sources: EIR396 et al; Project Description

**Findings of Fact:**

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

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

*Mitigation Measure D6-1*—The Project shall dedicate a minimum of 53.82 acres for developed local parkland or shall provide fees in lieu of dedication, based on agreement with the CVRPD. Parkland or equivalent fees provided by the applicant shall be phased in conjunction with residential development so that appropriate acreage of local parkland is provided for each 1,000 persons within the new development (EIR, p. V-310).

*Mitigation Measure D6-2*—The developer(s) shall work with the CVRPD (now Desert Recreation District) and the CVUSD to determine the types of facilities to be installed in parks and schools, if a joint-use program is undertaken (EIR, p. V-310).

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

*Mitigation Measure D6-4*—The applicant shall dedicate land for regional and natural parkland or shall pay mitigation fees at the occupancy permit stage to the Building Code and Safety Department, in accordance with the provisions of Riverside County Ordinance No. 659 (EIR, p. V-310).

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

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

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

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

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

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

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

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

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

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

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

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

**Sources:** EIR396 et al; Project Description

**Findings of Fact:**

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

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

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

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

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

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

**TRANSPORTATION/TRAFFIC**

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

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
<b>TRANSPORTATION/TRAFFIC</b> Would the Project:				
d) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Alter waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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"/>
g) 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"/>
h) Cause an effect upon circulation during the Project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Conflict with adopted policies plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Findings of Fact:**

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

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

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

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

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

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

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

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

- a. Traffic impact study reports shall be required with submittal of tentative tract maps or plot plans as required by the County of Riverside.
- b. The required format for each traffic impact study report shall be determined by the County of Riverside. The required format shall include evaluation of peak hour conditions at intersections significantly impacted by each phase of development.
- c. If an impacted intersection is estimated to exceed County service level standards, then appropriate link and intersection improvements shall be required to be presented for County staff review.
- d. The improvements needed to maintain the County service level standards shall be required to be in place or funding assured prior to occupancy of the relevant development phase. Because off-site improvements are generally needed to serve areawide growth, the developer shall initiate efforts to establish an areawide fee program or funding district to implement General Plan roadway improvements, prior to the issuance of building permits. Without a district or fee program in place, the Project would be responsible for providing the off-site improvements necessary for adequate circulation at each Project phase (EIR, p. V-220).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

- Westbound: One left-turn lane, two through lanes, one right-turn lane.  
Control: Traffic signal.
- The intersection of Polk Street (NS) and "D" Street (EW) shall be improved to provide the following geometrics:
    - Northbound: One left-turn lane, one through lane.
    - Southbound: One shared through and right-turn lane.
    - Eastbound: One left-turn lane, one right-turn lane.
    - Control: Traffic signal.
  - The intersection of Tyler Street (NS) and Avenue 64 (EW) shall be improved to provide the following geometrics:
    - Northbound: One shared through and right-turn lane.
    - Southbound: One left-turn lane, one through lane.
    - Westbound: One left-turn lane, one right-turn lane.
    - Control: Traffic signal.
  - The intersection of "C" Street (NS) and Avenue 64 (EW) shall be improved to provide the following geometrics:
    - Southbound: One shared left-turn lane and right-turn lane.
    - Eastbound: One shared left-turn lane and through lane.
    - Westbound: One shared through and right-turn lane.
    - Control: One-way stop controlled (southbound).
  - The intersection of "E" Street (NS) and Avenue 64 (EW) shall be improved to provide the following geometrics:
    - Northbound: One left-turn lane, one shared through and right-turn lane.
    - Southbound: One left-turn lane, one shared through and right-turn lane.
    - Eastbound: One left-turn lane, one shared through and right-turn lane.
    - Westbound: One left-turn lane, one shared through and right-turn lane.
    - Control: Traffic signal.
  - The intersection of Polk Street (NS) and Avenue 64 (EW) shall be improved to provide the following geometrics:
    - Northbound: One left-turn lane, one through lane.
    - Southbound: One shared through and right-turn lane.
    - Eastbound: One left-turn lane, one right-turn lane.
    - Control: Traffic signal.
  - The intersection of Tyler Street (NS) and "F" Street (EW) shall be improved to provide the following geometrics:
    - Northbound: One shared through and right-turn lane.
    - Southbound: One left-turn lane, one through lane.
    - Westbound: One left-turn lane, one right-turn lane.
    - Control: Traffic signal.

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

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

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

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

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

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

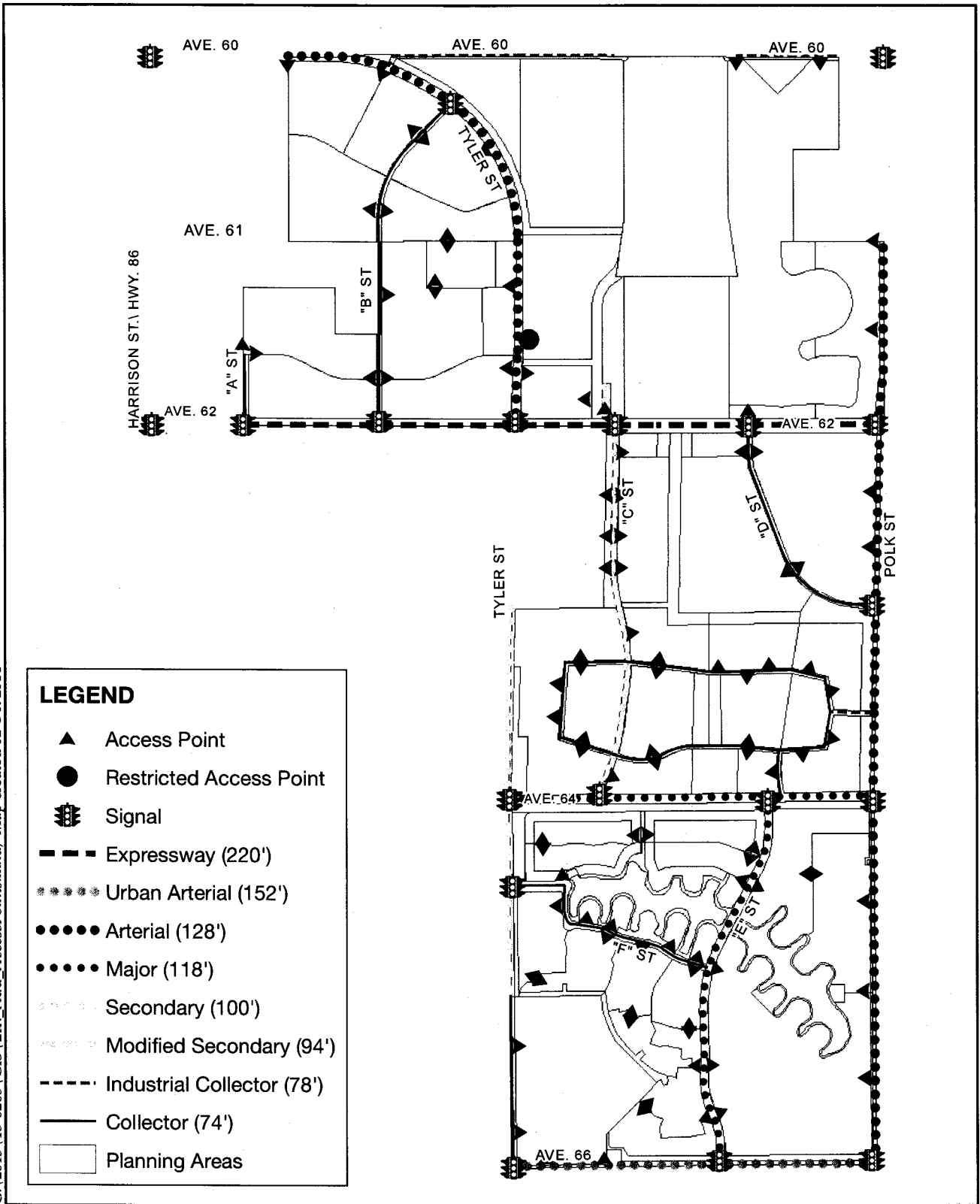
The Modified Project area results in 8,577 daily trips as identified in **Table K, TTC Motorsports Park Trip Generation**.

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

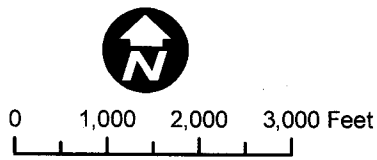
approximately 3 percent decrease in the PM peak hour when compared to the land uses currently approved by SPA2. It should be noted that the Specific Plan maintains the same overall trip distribution as was presented in the original traffic study for EIR396 and results in 32,695 fewer daily trips that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

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

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



**Figure 7 - Access Points**

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

**Table K, TTC Motorsports Park – Trip Generation**

Land Use	Qty	Unit	Weekday AM Peak			Weekday PM Peak			Weekday Daily
			Total	In	Out	Total	In	Out	
Automobile Track <sup>1</sup>	275	Acres	20	14	6	27	8	19	333
Internal Trips with Lots			-16	-11	-5	-20	-6	-14	-250
<b>Land Use Total</b>			4	3	1	7	2	5	83
Amenity Area Land Use 310	16	Units	9	5	4	9	5	4	131
Internal Trips with Lots			-7	-4	-3	-7	-4	-3	-98
<b>Land Use Total</b>			2	1	1	2	1	1	33
Live/Work & BMW Unit Land Use 210 <sup>2</sup>	15	DU	11	3	8	15	9	6	144
Founder Lots <sup>1</sup>	152	DU	24	17	7	40	17	23	480
Founder Lots (Overnight) Land Use 210	158	DU	119	30	89	160	101	59	1,512
Internal Trips			-23	-15	-8	-27	-10	-17	-348
<b>Land Use Total</b>			131	35	96	188	117	71	1,788
Planning Area A-6 Land Use 770	523	TSF	748	628	120	675	157	518	6,673
<b>PROJECT TOTAL</b>			<b>885</b>	<b>667</b>	<b>218</b>	<b>872</b>	<b>277</b>	<b>595</b>	<b>8,577</b>

Source: WEBB-C, Table 1, Page 1

Notes:

Average trip generation rates from "Trip Generation: An ITE Informational Report," 8<sup>th</sup> Edition by ITE, 2008 except as noted.

DU = Dwelling Unit

1 Source: "Thermal Motorsports Park Project Traffic Impact Study," KOA Corporation, February 2011

2 The TIA analyzed Live/Work units as an allowable use in Planning Area E-4. However, subsequent to the TIA being prepared changes to the land use plan have occurred. Since the analysis in the TIA assumed a higher trip generation than what is presently planned, it is considered a more conservative analysis. Thus, implementation of the proposed land use plan would be no greater than what was previously analyzed in the TIA.

**Table L, SPA2 Approved Land Uses - Trip Generation**

Land Use	Qty	Unit	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
Medium Density Residential (MDR) Land Use 210	1774	DU	1,330	337	993	1,791	1,135	656	16,977
Medium High Density Residential (MHDR) Land Use 210	3281	DU	2,460	623	1,837	3,314	2,100	1,214	31,399
High Density Residential (HDR/VHDR) Land Use 230	2106	DU	926	147	779	1,095	737	358	12,236
Mixed Use/Air Park (MU/AP) Land Use 770	320	TSF	456	383	73	412	96	316	4,077
Commercial Retail (CR) Land Use 820	311	TSF	311	190	121	1,160	569	591	13,362
Heavy Industrial (HI) Land Use 120	5800	TSF	2,958	2,204	754	1,102	290	812	8,699
Mixed Use (MU) Land Use 770	0	TSF	0	0	0	0	0	0	0
<b>PROJECT TOTAL</b>			<b>8,441</b>	<b>3,884</b>	<b>4,557</b>	<b>8,874</b>	<b>4,927</b>	<b>3,947</b>	<b>86,750</b>
Internal Trips (10%)			<b>(844)</b>	<b>(422)</b>	<b>(422)</b>	<b>(887)</b>	<b>(444)</b>	<b>(444)</b>	<b>(8,675)</b>
External Trips			<b>7,597</b>	<b>3,462</b>	<b>4,135</b>	<b>7,987</b>	<b>4,484</b>	<b>3,504</b>	<b>78,075</b>

Source: WEBB-C, Table 2



**Table M, Modified Project - Trip Generation**

Land Use	Qty	Unit	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
Medium Density Residential (MDR) Land Use 210	1637	DU	1,228	311	917	1,654	1,048	606	15,666
Medium High Density Residential (MHDR) Land Use 210	3245	DU	2,434	617	1,817	3,278	2,077	1,201	31,055
High Density Residential (HDR/VHDR) Land Use 230	2106	DU	926	147	779	1,095	737	358	12,236
Mixed Use/Air Park (MU/AP) Land Use 770	320	TSF	456	383	73	412	96	316	4,077
Commercial Retail (CR) Land Use 820	283	TSF	283	173	110	1,056	518	538	12,162
Heavy Industrial (HI) Land Use 120	1414	TSF	721	537	184	269	71	198	2,121
Mixed Use - Thermal Motorsports Park			885	667	218	872	277	595	8,577
<b>PROJECT TOTAL</b>			<b>6,933</b>	<b>2,835</b>	<b>4,098</b>	<b>8,636</b>	<b>4,824</b>	<b>3,812</b>	<b>85,894</b>
Internal Trips (10%)			<b>(693)</b>	<b>(347)</b>	<b>(347)</b>	<b>(864)</b>	<b>(432)</b>	<b>(432)</b>	<b>(8,589)</b>
External Trips			<b>6,240</b>	<b>2,489</b>	<b>3,752</b>	<b>7,772</b>	<b>4,392</b>	<b>3,380</b>	<b>77,305</b>

Source: WEBB-C, Table 1

The Traffic Addendum concluded no additional improvements needed to operate at acceptable levels of service beyond what was previously analyzed. To reflect changes of SPA3, mitigation measure D1-24 will be revised as follows:

*Mitigation Measure D1-24 (Revised)* – Access to roadways shall be oriented to the appropriate locations shown on Initial Study ~~EA42375~~EA42726, Figure 14 7 – Access Points. Precise access locations and the phasing of roadway improvements shall be determined at the plot plan, use permit or tentative tract map level, subject to approval by the Riverside County Transportation Department.

Mitigation measures D1-2, D1-11, D1-18, D1-19, D1-20, D1-21 (Revised), D1-22, D1-23, D1-26 (Revised), D1-27 (Revised), D1-38 (Revised), D1-39 (Revised), MM Trans 1, and MM Trans 2 remain in effect for the Modified Project to ensure impacts remain less than significant.

*Finding:* With implementation of mitigation measures D1-2, D1-11, D1-18, D1-19, D1-20, D1-21 (Revised), D1-22, D1-23, D1-24 (Revised), D1-26 (Revised), D1-27 (Revised), D1-38 (Revised), D1-39 (Revised), MM Trans 1, and MM Trans 2 the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

- b) *EIR396 Conclusion:* Not specifically addressed in the DEIR because the Environmental Assessment determined that no inadequate parking capacity would be created by the Specific Plan.

Subsequently, EIR396-A2 was prepared which identified that development within the Project meets all County parking standards as defined in SPA2 zoning code revisions and County requirements.

*Discussion of the Modified Project:* The Modified Project occupies the same area as previously analyzed, will not substantially increase the overall intensity of future uses, and does not exceed the overall unit count of 7,171 as discussed in Item 34e, above. Thus, development within the Modified Project will continue to meet all County parking standards as defined in the Project zoning code and County requirements.

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

- c) See response to Item 42a above.

*Finding* With implementation of mitigation measures D1-2, D1-11, D1-18, D1-19, D1-20, D1-21 (Revised), D1-22, D1-23, D1-24 (Revised), D1-26 (Revised), D1-27 (Revised), D1-38 (Revised), D1-39 (Revised), MM Trans 1, and MM Trans 2 the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

- d) *EIR396 Conclusion:* Not specifically addressed in the DEIR because the Environmental Assessment determined the Specific Plan would not result in a change in air traffic patterns or a change in location that results in substantial safety risks.

Subsequently, EIR396-A2 was prepared in order to analyze the land use plan modified under SPA2 to reallocated land uses, reflect new planning area boundaries as a result of street realignment, to reclassify specific plan land use designations in order to conform to the Riverside County General Plan land use designations, and add racetrack and racetrack related facilities as allowable uses. These modifications did not result in a change to the overall Project boundary or an increase to the overall intensity of future land uses. EIR396-A2 identified that in December 2004, the Riverside County

Economic Development Agency prepared a new Airport Master Plan for the renamed Jacqueline Cochran Regional Airport. The Airport Master Plan calls out property acquisition of approximately 128 acres south of Avenue 60 for expansion of runway 17-35. The Airport Master Plan also delineates Airport Safety Zones and noise contours related to planned airport operations. In 2005, ALUC updated the CLUP for the Jacqueline Cochran Regional Airport which designates an airport influence area and includes land use compatibility guidelines that address airport noise, safety, height restrictions and general concerns related to aircraft overflight. The airport influence area around Jacqueline Cochran Regional Airport is divided into six compatibility zones. Five of those zones affect the Kohl Ranch Specific Plan.

On October 14, 2010, ALUC reviewed SPA2 and its related entitlements and found all to be consistent with the proposed airport expansion and improvement plans described in the Airport Master Plan for the Jacqueline Cochran Regional Airport and conditionally consistent with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (JCRALUCP). To reflect changes updates made to the naming of the airport and its revised documents, mitigation measure D12-5 had been revised.

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

*Discussion of the Modified Project:* The Modified Project occupies the same area as previously analyzed. The Modified Project occupies the same area as previously analyzed and will not substantially increase the overall intensity of future uses and does not exceed the overall unit count of 7,171 as discussed in Item 34e, above. Mitigation measure D12-5 (Revised) remains in effect for the Modified Project to ensure development complies with the CLUP and that impacts remain less than significant.

*Finding:* With implementation of mitigation measures D12-5 (Revised) the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

- e) *EIR396 Conclusion:* Not specifically addressed in the DEIR because the Environmental Assessment determined the Specific Plan would not result in an alteration of waterborne, rail, or air traffic.

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

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

- f) *EIR396 Conclusion:* Not specifically addressed in the DEIR because the Environmental Assessment determined the Specific Plan would not substantially increase hazards due to design features or incompatible uses.

*Discussion of the Modified Project:* The Modified Project occupies the same area as previously analyzed, will not substantially increase the overall intensity of future uses, and does not exceed the overall unit count of 7,171 as discussed in Item 34e, above. Thus, the Modified Project will not result in an increase in traffic hazards due to design (see response to 42d) above) or incompatible uses. Design features such as roadway curve radii, sight distances, and passing lanes will be designed to meet County standards.

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

- g) *EIR396 Conclusion – Threshold not specifically addressed:* As stated previously, one of the Riverside County General Plan’s objectives related to circulation includes encouraging the use of road improvement financing mechanisms which equitably distribute the cost of road improvements (EIR, p. V-201). Development of the Kohl Ranch Specific Plan is projected to generate a recurring fiscal surplus to the County (all funds) of more than \$3.3 million at Project buildout and beyond. On a base of about \$8.6 million in recurring annual costs, the Project is projected to generate more than \$11.9 million in recurring annual revenues, for a revenue/cost ratio of 1:39. This surplus to the County will occur even though approximately 40 percent of the site is located within the Thermal Redevelopment Project Area of the County of Riverside Redevelopment Agency, which will receive property taxes (in the form of tax increment) from the Project (EIR, p. V-371).

A fiscal surplus to the County is expected to occur from the 11<sup>th</sup> year of Project development, when the revenue/cost ratio is estimated at 1:10, with the revenue/cost ratio rising gradually between year 11 and Project buildout. The cumulative fiscal surplus to the County through Project buildout is projected at nearly \$27.12 million. The County Transportation Fund is expected to generate a surplus of \$2,557<sup>9</sup> (EIR, p. V-372).

Subsequently, EIR396-A2 identified that County highway/roads are those roads which have been made a part of the County’s Maintained Road System by formal action of the Board. The County is obligated to maintain these roads, and is liable for failure to do so. As stated above, with the implementation of the Project, the County Transportation Fund will generate a \$2,557<sup>10</sup> surplus; therefore, as there is a positive balance associated with the road maintenance fund, the effect caused by the need for new or altered roads is considered less than significant.

The Project will participate in the cost of off-site improvements through payment of the following “fair share” mitigation fees:

- 1) Coachella Valley TUMF, current at time of construction.
- 2) Riverside County Development Impact Fees (Transportation – Roads, Bridges, Major Improvements, and Transportation – Signals fee portions).

These fees should be collected and utilized as needed by the County to construct the improvements necessary to maintain the required LOS.

*Discussion of the Modified Project:* The Modified Project occupies the same area as previously analyzed, will not substantially increase the overall intensity of future uses, and does not exceed the overall unit count of 7,171 as discussed in Item 34e, above. Thus, will not result in a significant change in the need for new or altered maintenance from those road improvements already analyzed. The Modified Project is similarly subject to payment of TUMF and County Development Impact Fees, which will be applied toward roadway infrastructure maintenance and improvement.

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

<sup>9</sup> \$ Millions at buildout in 2020 (the 25<sup>th</sup> year of the Project).

<sup>10</sup> \$ Millions at buildout in 2020 (the 25<sup>th</sup> year of the Project).

- h) *EIR396 Conclusion – Less Than Significant with Mitigation:* Any street sweepers required to clean dust from site access routes would generate emissions, as well as potential interference with local traffic. Lane closures or detours of ambient traffic may cause traffic delays or additional vehicle miles traveled. This would be more substantial during peak hour conditions when interference between vehicles accessing the site and non-Project vehicles could reduce average vehicle speeds and potentially increase idling emissions (EIR, p. V-112).

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

Subsequently, EIR396-A2 identified that Project grading is anticipated to be balance on site, which will minimize the number of trips made by trucks hauling material. Project construction would generate worker-related vehicle trips and heavy-truck trips from the delivery of construction materials. These trips are an expected result of Project construction and would be temporary in nature. The Project would be constructed in multiple phases, although the rate and order of Project development will be ultimately determined based on local and regional market demand. The phasing will allow for the staggered delivery of construction materials throughout Project construction, and is not likely to cause a significant increase in traffic because it will spread out the number of heavy-truck trips occurring on local roadways at any one period of time. Therefore, a significant impact upon circulation is not anticipated to result during the Project's construction.

Further, pursuant to the Riverside County Transportation Department's Improvement Plan Check Policies and Guidelines dated March 2008, a construction traffic control plan for street improvements may be required if one or more of the following situations occurs:

- The complexity of the street improvements jeopardizes safety for the construction workers and the traveling public.
- The roadway geometrics pose confusion for the traveling public.
- The length of time the traveling public will be exposed to the temporary construction exceeds one month.
- If required by County or other affected agency, for any reason.

Compliance the County Transportation Department's requirements for the preparation and implementation of construction control plans for street improvements will reduce potential impacts related to street improvements.

*Discussion of the Modified Project:* Mitigation measure C6-4 remains in effect for the Modified Project. The requirements of the Riverside County Transportation Department's Improvement Plan Check Policies and Guidelines, which was updated in March 2013, provides the same guidance as those enumerated above. Compliance with reduce potential construction-related traffic impacts to public roadways. Thus, impacts will remain less than significant.

*Finding:* With implementation of mitigation measure C6-4, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

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

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

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

The Project site is located within the jurisdiction of the Riverside County Sheriff's Department. The Indio Station, located approximately eight miles from the Project site, is the closest provider to the Project site.

*Mitigation Measure D4-4*—Ample lighting shall be provided in all parking area entrances/exits and walkways, consistent with Riverside County Ordinance No. 655. Additionally, the applicant shall ensure that street addresses are highly visible to any responding emergency vehicles (EIR, p. V-297).

Subsequently, EIR396-A2 identified that under the Site Development Guidelines (SPA2, p. IV-247), the site plan should have subdivision layouts which discourage through traffic while still permitting adequate emergency vehicle access. 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.

*Discussion of the Modified Project:* Changes to the Circulation Plan are not proposed by the Modified Project. As such, any existing or planned roadways previously approved will be realized as adopted. Development of the Modified 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. Mitigation measures D3-3, D3-4, and D4-4 remain in effect for the Modified Project to ensure impacts remain less than significant.

*Finding:* With implementation of mitigation measures D3-3, D3-4, and D4-4, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

- j) *EIR396 Conclusion – Less than Significant with Mitigation:* To encourage ridesharing/transit ridership and reduce commute trip impacts on access routes to SR-86S, a portion of the commercial parking areas should be designated for Park-N-Ride use on weekdays between 6:00 a.m. and 6:00 p.m. The Riverside County General Plan Bicycle Routes plan depicts that the Project is in the vicinity of General Plan Class I and Class II bikeway facilities. Harrison Street (old SR-86) and the Whitewater Channel are proposed for Class I facilities. Jackson Street and Avenue 66 are proposed for Class II facilities. Potential bus turn-out locations and design features have been recommended (EIR, p. V-232):

*Mitigation Measures D1-20 through D1-23 pertain to alternative transportation.*

Subsequently, EIR396-A2 identified that SunLine Transit Agency is the regional public transportation operator in the Coachella Valley and will serve the Project area. According to the SunLine Transit Facilities Design Manual dated December 2006 and the Bus Route Map for Line 91, effective January 2, 2011, one bus route (Line 91) currently operates along Avenue 66 providing both eastbound and westbound service seven days a week. The nearest bus stop is located at Avenue 66 and Middleton Street located at the southwest corner of the Project boundary. Mitigation Measures D1-20 through D1-23 require coordination with SunLine Transit Agency, bus stops and bus turn-outs.

*Discussion of the Modified Project:* The Modified Project occupies the same area as previously analyzed, will not substantially increase the overall intensity of future uses, and does not exceed the

overall unit count of 7,171 as discussed in Item 34e, above. Thus, the Modified Project will not result in a significant change to transit service impacts or ridesharing. The Bus Route Map for Line 91, effective September 2014, shows the bus line still serves Avenue 66 with stops at Middleton Street near the on-site schools. Mitigation measures D1-20, D1-21 (Revised), D1-22, and D1-23 remain in effect for the Modified Project.

*Finding:* With implementation of mitigation measures D1-20, D1-21 (Revised), D1-22, and D1-23, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

<p><b>43. Bike Trails:</b> Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered bike trails, the construction of which could cause significant environmental impacts?</p>	<p>Potentially Significant New Impact</p> <p><input type="checkbox"/></p>	<p>Less than Significant with New Impact Mitigation Incorporated</p> <p><input type="checkbox"/></p>	<p>Less than Significant New Impact</p> <p><input type="checkbox"/></p>	<p>Impacts Fully Analyzed in EIR No. 396</p> <p><input checked="" type="checkbox"/></p>
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Sources: EIR396 et al; Project Description

Findings of Fact:

*EIR396 Conclusion – Less than Significant with Mitigation:* The Riverside County General Plan identifies four objectives related to circulation. The fourth objective pertains to bike trails which is to provide bike routes and related bicycle facilities which will form a network in connecting the various communities of Riverside County and forming a continuous link in the overall bikeway system of the State of California (EIR, p. V-201).

The following land use standards address circulation impacts associated with development Projects:

- New industrial, commercial and residential development should be designed and developed to promote alternative forms of travel through the use of bikeways, park-n-ride facilities, bus stops and other alternative travel facilities.
- Bikeways should link major activity centers such as residential areas, employment centers, commercial facilities, recreation areas and education facilities.
- Bikeways shall be located in aesthetically pleasing surroundings such as through parks, adjacent to scenic highways, and near watercourses, whenever possible.
- Bikeways shall be developed in compliance with the land use standards established in the Riverside County Bicycle and Facilities Plan.

The Project site is located within Class I and II bikeway facility areas, as designated by the Riverside County General Plan. Harrison Street (old SR-86) and the Whitewater Channel are proposed for Class I facilities. Jackson Street and Avenue 66 are proposed for Class II facilities. Design of the Project will not alter these designations. The following mitigation measure was identified to meet County standards for on-site bike racks to encourage the use of bikes as a mode of transportation (EIR, p. V-232):

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

*Discussion of the Modified Project:* The Modified Project complies with County General Plan roadways and meets Riverside County General Plan objectives by providing for bike routes and bicycle related facilities pursuant to current plans for trails developed for the General Plan update by the Regional Parks and Open Space District. The Modified Project occupies the same area as previously analyzed and will not interfere with the Specific Plan development that will improve bike trails by improving

roads surrounding the site. Bike trails throughout the Project site will be developed in accordance to County ordinances and standard conditions of approval. Further, mitigation measure D1-22 remains in effect for the Modified Project.

*Finding:* With implementation of mitigation measure D1-22, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

**UTILITY AND SERVICE SYSTEMS**

UTILITY AND SERVICE SYSTEMS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
<b>44. Water</b>				
a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Project Description; EIR396 et al

**Findings of Fact:**

a-b) *EIR396 Conclusion – Less than Significant with Mitigation:* The Project is located within the service boundary of the CVWD. There are no existing domestic water distribution facilities within the Project boundary. EIR396 concluded that Project would have a significant impact necessitating the construction of new water treatment facilities or expansion of existing facilities and increase the demand on water supplies maintained by CVWD. However, the following mitigation measures were identified to reduce impacts to less than significant (EIR, p. V-273):

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

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

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

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

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

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



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

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

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

*Mitigation Measure D2-10*—All Project development shall comply with State, County and CVWD regulations regarding water conservation and reclamation. All applicable sections of Title 20 and Title 24 of the California Code of Regulations shall be adhered to regarding water consumption and conservation (EIR, p. V-281).

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

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

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

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

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

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

Subsequently, EIR396-A2 identified that there are some domestic water distribution facilities located within the Project vicinity. There is an existing tank site southwest of the intersection of Avenue 68 and Harrison Street with a 24-inch waterline that brings water to the Project site. An 18-inch water line is located in Tyler Street at the intersection of Tyler and Avenue 66 which extends north along the Project boundary to Neighborhood I. A 24-inch water line is also located at the intersection of Tyler Street and Avenue 66 which runs east along the existing school site boundary. One well exists on the school site and one well is located approximately ¼ mile southwest of the intersection of Avenue 66 and Tyler Street. Two wells are proposed within the Project boundary as opposed to 10, which is in accordance with the existing Domestic Water, Nonpotable Water, Canal Water and Sanitation System Installation and Service Agreement (Document No. 2002-538101) currently in place between CVWD and Kohl Ranch which provides for installation of water services. This agreement provides the Project with various combinations of fee payments in conjunction with construction of new facilities to meet

necessary water facility requirements. One well will be located at the northeast corner of Tyler Street and Avenue 64 while the other will be located at the northwest corner of Polk Street and Avenue 64, unless other locations are determined in consultation with CVWD. Due to the construction of these existing facilities and agreements reached with CVWD, mitigation measures D2-2 and D2-3 are no longer relevant.

Previous studies conducted in the area indicated that groundwater must be treated for arsenic to meet the State Drinking Water Standards. The existing Domestic Water and Sanitation Facilities and Construction Service Agreement (K-12 Education Center) CVUSD (CVWD Agreement 2), provides for mitigation of arsenic through payment of fees for arsenic treatment facilities. This is a three way agreement between Kohl Ranch, CVWD and CVUSD to deal with this arsenic issue. The arsenic treatment facilities discussed in this agreement have been built and are located on the northeast corner of Tyler Street and Avenue 66 which has the capacity to serve a portion of the Project site. Additionally, Kohl Ranch is paying its fair share of this facility.

Also subsequent to the certification of the previous EIR, the County adopted Ordinance 859 related to water efficient landscape requirements. The Project is subject to this ordinance.

As required by law, the County requested and CVWD prepared a Water Supply Assessment (WSA) for this Project. The public water supplier is CVWD. The domestic water supply (potable) for the Project will be groundwater from the Whitewater River Subbasin in the Coachella Valley. The water supply for irrigation and outdoor use will be from the Coachella Branch of the All-American Canal supplying Colorado River water). Only about 43.5 percent of total Project water demand will be supplied from groundwater, with the remaining 56.5 percent of water demand to be supplied by alternative sources, including Colorado River water, recycled water or desalted agricultural drain water. This source substitution by the utilization of a dual source water supply to supply non-potable treated Colorado River water for landscape use and recreational purposes will further limit the Project's demand for local groundwater.

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

The Project-specific water demand is 5,439.9 AFY, which is based on the maximum water allowance requirements set forth in CVWD Landscape Ordinance 1302.1 and AWWARF demand estimates. As a result, Kohl Ranch Project's demand estimates yield an overall reduction of 29 percent when compared to the average water consumption of similar projects throughout the Coachella Valley. In addition, the potential groundwater demand for the Kohl Ranch Project will be reduced by 56.5 percent through the substitution of Colorado River water for landscape irrigation delivered via a dual-piping system to be constructed throughout the Project. (WSA p.30) Fewer wells, dual-piping and treatment for arsenic, the major groundwater contaminant in the aquifer, are all requirements of the agreements which dramatically reduce impacts to the Whitewater River Subbasin, as described in the agreements which can be found in Appendix A. Two wells are currently functioning, as is the arsenic treatment facility. As a result of CVWD Agreement – 1, Mitigation Measures D2-2 and D2-3 are no longer needed. Additional wells with arsenic treatment capabilities may be needed in the future as

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

*Discussion of the Modified Project:* The Modified Project occupies the same area as previously analyzed. The Modified Project will relocate the proposed reservoir and pump station in Planning Area A-4 to the northeast corner of Planning Area A-6. However, this relocation will not affect the previous water conveyance and demand analyses as the Modified Project will not substantially increase in the overall intensity of future uses as previously discussed. Thus, any added water demand resulting from the overnight units at TTC are accounted for as the aggregate dwelling units that may be developed under the Specific Plan is the same. Mitigation measures D2-4 (Revised), and D2-5 through D2-16 will remain in effect for the Modified Project to ensure impacts are less than significant.

*Finding:* With implementation of mitigation measure D2-4 (Revised), and D2-5 through D2-16, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
<b>UTILITY AND SERVICE SYSTEMS</b> Would the Project:				
<b>45. Sewer</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a determination by the wastewater treatment provider that serves or may service the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Project Description; EIR396 et al

Findings of Fact:

a-b) *EIR396 Conclusion – Less than Significant with Mitigation:* The Project is located within the service boundary of the CVWD. EIR396 concluded that Project would have a significant impact necessitating the construction of new wastewater treatment facilities or expansion of existing facilities and would result in an increase on capacity and conveyance facilities. However, the following mitigation measures were identified to reduce impacts to less than significant (EIR, p. V-273):

*Mitigation Measure D2-17–A* detailed analysis shall be performed for pipe sizing, in conjunction with the preparation of improvement plans for each phase of development (EIR, p. V-282).

*Mitigation Measure D2-18–*Infrastructure facilities shall be constructed in accordance with the requirements identified in the Specific Plan (EIR, p. V-282).

*Mitigation Measure D2-19–*CVWD shall expand the existing treatment facility capacity to accommodate Project wastewater (EIR, p. V-282).

*Mitigation Measure D2-20*—Interim septic tank systems shall be subject to approval by the Riverside County Department of Environmental Health (EIR, p. V-282).

*Mitigation Measure D2-21*—CVWD shall review and approve any interim connection to existing CVWD Systems. CVWD shall review and approve sewage collection and transportation system designs where expanded facilities are proposed (EIR, p. V-282).

*Mitigation Measure D2-22*—Developer(s) shall pay all fees required by CVWD for sewage treatment services and facilities (EIR, p. V-282).

*Mitigation Measure D2-23*—All sewage lines, pump stations and other required transmission facilities shall be installed as directed by CVWD (EIR, p. V-282).

Subsequently, EIR396-A2 identified that there are some sewer facilities located within the Project boundary. An existing sewer line currently services the existing schools site (Planning Area M-4) and runs through Neighborhoods J, L and M to an existing sewage pump station located in Planning Area J-4. An existing 12-inch sewer force main runs north to Avenue 62 and east to the existing Wastewater Reclamation Plant No. 4 located between Avenue 62 on the north, Avenue 64 on the south, adjacent to the Whitewater River on the east and approximately 600 feet east of Fillmore Street on the west. The plant has a design capacity of approximately 5.0 MGD and is estimated to currently be operating at half capacity. The plant currently treats to a secondary treatment level using stabilization ponds for finishing. The ponds are used for flow stabilization by allowing the depth to increase during peak wet water events. Additionally, the existing Domestic Water, Nonpotable Water, Canal Water and Sanitation System Installation and Service Agreement (CVWD Agreement 1) between CVWD and Kohl Ranch provides for the installation of sewer services.

*Mitigation Measure D2-19 (Revised)* – CVWD shall expand the existing treatment facility capacity to accommodate Project wastewater, if necessary.

Subsequently, EIR396-A3 revised mitigation measure D2-23 related to TTC Motorsports Park development as follows:

*Mitigation Measure D2-23*— All sewage lines, pump stations and other required transmission facilities for Thermal Club Motorsports Facilities shall be installed as directed by County of Riverside CVWD.

*Discussion of the Modified Project:* The Modified Project occupies the same area as previously analyzed and does not result in a substantial increase of overall intensity of future uses as previously discussed. Thus, the need for additional capacity is not anticipated.

Further, mitigation measures D2-17, D2-18, D2-19 (Revised) and D2-20 through D2-22 and D2-23 (Revised) remain in effect for the Modified Project to ensure impacts remain less than significant.

*Finding:* With implementation of mitigation measures D2-17, D2-18, D2-19 (Revised) and D2-20 through D2-22 and D2-23 (Revised), the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

UTILITY AND SERVICE SYSTEMS Would the Project:		Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
<b>46. Solid Waste</b>					
a)	Is the Project served by a landfill 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"/>
b)	Comply with federal, state, and local statutes and regulations related to solid wastes (including the County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR396 et al; Project Description

**Findings of Fact:**

a-b) *EIR396 Conclusion – Less than Significant with Mitigation:* The Riverside County Waste Management Department operates two landfills within the Project vicinity. The Oasis Land fill and the Mecca II landfill serve the Thermal area. EIR396 concluded that Project would have a significant impact of on solid waste disposal capacity. However, the following mitigation measures were identified that would reduce impacts to less than significant and ensure compliance with federal, state and local statutes and regulations (EIR, p. V-327):

*Mitigation Measure D8-1*—As development within the Kohl Ranch Project site proceeds, the developer shall coordinate Project solid waste disposal requirements with County agencies and area waste haulers, to ensure that adequate landfill capacity is available within reasonable distance of the Project site (EIR, p. V-331).

*Mitigation Measure D8-2*—The Project applicant shall coordinate with a certified waste hauler to develop curbside collection of recyclable materials within the Project on a common schedule set forth in County Resolutions. The applicant shall coordinate with the permitted refuse hauler to identify which materials may be collected for recycling and on what schedule (EIR, p. V-331).

*Mitigation Measure D8-3*—All future commercial, industrial and multi-family residential developments within the Project site shall comply with AB 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991. This law requires the provision of adequate areas for collecting and loading recyclable materials. Prior to building permit issuance, the applicant shall submit a site plan which includes the final design for the recyclable collection and storage area to the Riverside County Waste Resources Management District for review and approval. The storage area for recyclable materials shall comply with County standards (EIR, p. V-332).

*Mitigation Measure D8-4*—Golf courses developed on the site shall minimize the generation of "green waste" and the amount of green waste sent to area landfills, through such measures as composting on site (EIR, p. V-332).

*Mitigation Measure D8-5*—To minimize the generation of construction debris, grading operations shall incorporate existing rock and earth into fill areas to the extent possible under accepted geotechnical practices. In addition, construction wastes shall be diverted through

recycling, composting, or using environmentally safe methods of land disposal, to the extent possible (EIR, p. V-332).

Subsequently, EIR396-A2 identified that the Riverside County Waste Management Department now operates all the landfills, including Mecca II and Oasis.

*Discussion of the Modified Project:* The Modified Project occupies the same area as previously analyzed and does not result in a substantial increase of overall intensity of future uses as previously discussed. Mitigation measures D8-1 through D8-5 remain in effect for the Modified Project to ensure impacts remain less than significant. While mitigation measure D8-4 remains applicable to SPA3, it is not applicable to TTC development as golf courses are no longer an allowable use within these planning areas.

*Finding:* With implementation of mitigation measures D8-1 through D8-5, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

UTILITY AND SERVICE SYSTEMS Would the Project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
<b>47. Utilities</b>				
Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?				
a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Stormwater drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR396 et al; Project Description

Findings of Fact:

- a) *EIR396 Conclusion – Less than Significant with Mitigation:* The Imperial Irrigation District (IDD) provides electricity service to the existing facilities near the Project site. Extensions will have to be made to service the structures proposed for the Project. Implementation of the Project would result in a significant increase in demand for electrical service which would require the construction of a substation on site. Mitigation measures D7-5 and D7-10 will ensure that the needed facilities are planned for and constructed. EIR396 identified several mitigation measures that would reduce impacts to the existing electricity system to less than significant as follows (EIR, p. V-315):

*Mitigation Measure D7-5*—The developer shall provide the electric power improvements required by IID or other authorized service provider (EIR, p. V-316).

*Mitigation Measure D7-6*—All buildings shall be constructed in compliance with the insulation standards established by the California Uniform Building Code (UBC) (EIR, p. V-316).

*Mitigation Measure D7-7*—All electrical facilities shall be constructed in accordance with IID or other authorized service provider policies and extension rules on file with the California Public Utilities Commission (CPUC) (EIR, p. V-316).

*Mitigation Measure D7-8*—Underground facilities shall be installed in accordance with District requirements, as outlined in "A Developer's Information Letter" (effective September 15, 1994). Easements, ten feet in width and adjacent to all streets, shall be required for the installation of underground power facilities (EIR, p. V-316).

*Mitigation Measure D7-9*—The Project shall comply with the requirements of Title 24 of the Energy Conservation Code (EIR, p. V-316). [To be superseded by MM GHG 1]

*Mitigation Measure D7-10*—The developer shall provide development plans to IID or other authorized service provider as they become available in order to facilitate engineering, design and construction improvements necessary to service the Project site (EIR, p. V-316).

Subsequently, EIR396-A2 replaced mitigation measure C9-2 with GHG1:

*Mitigation Measure MM GHG 1* – In order to reduce energy consumption from the proposed Project development, construction of all homes and businesses shall exceed the 2008 California Energy Code – Title 24, Part 6 energy efficiency standards by 15 percent. GHG 1 replaces mitigation measures D7-9 and C9-1.

*Discussion of the Modified Project:* The Modified Project occupies the same area as previously analyzed and does not result in a substantial overall increase in intensity. Mitigation measures D7-5 through D7-10 remain in effect for the Modified Project to ensure impacts remain less than significant

*Finding:* With implementation of mitigation measures D7-5 through D7-8, D7-10 and MM GHG 1, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

- b) *EIR396 Conclusion – Less than Significant with Mitigation:* Southern California Gas Company provides natural gas service to existing facilities near the Project site. Extensions will have to be made to service the structures proposed for the Project. Implementation of the Project would result in a significant increase in demand for natural gas services. EIR396 identified several mitigation measures that would reduce impacts to the existing natural gas system to less than significant as follows (EIR, p. V-314):

*Mitigation Measure D7-1*—The developer shall finance the installation of gas lines in accordance with the requirements set forth by the Southern California Gas Company or other authorized service provider. This cost may be offset by credits for free footage allowances (EIR, p. V-315).

*Mitigation Measure D7-2*—All gas services and facilities shall be constructed in accordance with Southern California Gas Company or other authorized service provider policies and extension rules on file with the California Public Utilities Commission (CPUC) (EIR, p. V-315).

*Mitigation Measure D7-3*—The developer shall ensure that existing facilities are adequate to accommodate the proposed new development (EIR, p. V-315).

*Mitigation Measure D7-4*—Development plans shall be provided to the Southern California Gas Company or other authorized service provider as they become available in order to facilitate engineering, design and construction improvements necessary to provide services to the Project site (EIR, p. V-315).

*Discussion of the Modified Project:* The Modified Project occupies the same area as previously analyzed and does not result in a substantial overall increase in intensity. Mitigation measures D7-1 through D7-4 remain in effect for the Modified Project to ensure impacts remain less than significant.

*Finding:* With implementation of mitigation measures D7-5 through D7-10, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

- c) *EIR396 Conclusion – Less than Significant with Mitigation:* General Telephone (GTE) could provide communication services from existing facilities to the Project site without requiring off-site facilities. Extensions would have to be made to service individual structures within the Project site. Implementation of the Project would result in a significant increase in demand for communication services. EIR396 identified mitigation measures that would reduce impacts to the communication services to less than significant as follows (EIR, p. V-316):

*Mitigation Measure D7-11*—All new telephone lines within the site shall be installed underground, as required by County Ordinance No. 460 (EIR, p. V-317).

*Mitigation Measure D7-12*—The developer shall provide development plans to GTE or other authorized service provider as they become available in order to facilitate engineering, design and construction improvements necessary to service the Project site (EIR, p. V-317).

*EIR396 Conclusion – Less than Significant with Mitigation:* County Cable Television could provide for cable television services the Project site but an extension of the existing distribution line would be required. Implementation of the Project would result in a significant increase in demand for cable television services. EIR396 identified mitigation measures that would reduce impacts to the cable television services to less than significant as follows (EIR, p. V-317):

*Mitigation Measure D7-13*—All cable television service lines shall be located underground, in accordance with the Riverside County Comprehensive General Plan (EIR, p. V-317).

*Mitigation Measure D7-14*—The developer shall coordinate the installation of cable television service lines with a cable television franchise for the area prior to development (EIR, p. V-317).

*Discussion of the Modified Project:* Verizon Communications is now the local provider of telecommunication services in the Specific Plan area, and Time Warner Cable is now the cable television provider in the area. The Modified Project occupies the same area as previously analyzed and does not result in a substantial overall increase in intensity. Mitigation measures D7-11 through D7-14 remain in effect for the Modified Project to ensure impacts remain less than significant.

*Finding:* With implementation of mitigation measures D7-11 through D7-14, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

- d) *EIR396 Conclusion – Less than Significant with Mitigation:* The Project will substantially alter the current drainage of the Project site by replacing primarily agricultural uses with roadways, walkways, parking, buildings and residential neighborhoods. Because the majority of the Project site is undeveloped land, the impervious surfaces proposed will reduce infiltration of rainfall and increase



stormwater runoff volumes. Implementation of the Project would result in the construction of new stormwater facilities or expansion of existing facilities. EIR396 identified mitigation measures that would reduce impacts to less than significant (EIR, p. V-94):

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

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

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

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

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

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

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

*Discussion of the Modified Project:* The Modified Project drainage systems are discussed in detail in Items 24 and 25 above.

*Finding:* See Findings for Items 24 and 25, above. No new or substantially increased impacts result from the Modified Project beyond those analyzed in EIR396.

- e) *EIR396 Conclusion – Less than Significant with Mitigation:* The Project would require the construction of street lighting. The potential impacts resulting from proposed lighting to aesthetics and airports are discussed above under questions 2 and 3, Aesthetics and 22, Hazards / Hazardous Materials. EIR396 identified mitigation measures that would reduce impacts to less than significant (EIR, p. V-179):

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

*Mitigation Measure C13-3* – Warm white lighting shall be encouraged. Bright colored or blinking lights shall not be encouraged except in theme restaurants and shops of commercial development areas (EIR, p. V-186).

*Mitigation Measure C13-4* – Building or roof outline tube lighting shall be subject to County of Riverside approval (EIR, p. V-187).

*Mitigation Measure C13-5* – Design and placement of site lighting shall minimize glare affecting adjacent properties, buildings, and roadways (EIR, p. V-187).

*Mitigation Measure C13-6* – Careful consideration and coordination shall be given to avoid any potential conflicts with Thermal Airport operations (EIR, p. V-187).

*Mitigation Measure C13-7* – Lighting shall be designed to minimize sky glow and effects on the Mt. Palomar Observatory and the nighttime desert sky (EIR, p. V-187).

*Mitigation Measure C13-8* – Fixtures and standards shall conform to state and local safety and illumination requirements. In particular, lighting shall conform to Riverside County Ordinance No. 655, which includes requirements related to the Mt. Palomar Observatory (EIR, p. V-187).

*Mitigation Measure C13-9* – Automatic timers on lighting shall be designed to maximize personal safety during nighttime use while saving energy (EIR, p. V-187).

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

Subsequently, EIR396-A2 revised Mitigation Measure C13-6 to reflect the new name of the former Thermal Airport.

*Mitigation Measure C13-6 (Revised)* – Careful consideration and coordination shall be given to avoid any potential conflicts with Thermal Airport Jacqueline Cochran Regional Airport operations (EIR, p. V-187).

*Discussion of the Modified Project:* The Modified Project occupies the same area as previously analyzed. Mitigation measures C13-2 through C13-5, C13-6 (Revised) and C13-7 through C13-10 remain in effect for the Modified Project to ensure impacts remain less than significant.

*Finding:* With implementation of mitigation measures C13-2 through C13-5, C13-6 (Revised) and C13-7 through C13-10, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

- f) *EIR396 Conclusion – Threshold not specifically addressed:* As stated previously, one of the Riverside County General Plan's objectives related to circulation includes encouraging the use of road improvement financing mechanisms which equitably distribute the cost of road improvements (EIR, p. V-201).

*Discussion of the Modified Project:* As discussed above in Item 42g, the Modified Project occupies the same area as previously analyzed and will participate in the cost of off-site improvements through payment of the following "fair share" mitigation fees:

- 1) Coachella Valley Transportation Uniform Mitigation Fee (TUMF), current at time of construction.

- 2) Riverside County Development Impact Fees (Transportation – Roads, Bridges, Major Improvements, and Transportation – Signals fee portions).

These fees should be collected and utilized as needed by Riverside County to construct the improvements necessary to maintain the required LOS.

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

- g) *EIR396 Conclusion – Not analyzed:* No other governmental services are anticipated.

*Discussion of the Modified Project:* No other governmental services are anticipated.

*Finding:* No other governmental services are anticipated, therefore no impacts result.

- h) *EIR396 Conclusion – Less than Significant with Mitigation:* The Project does not conflict within an adopted energy conservation plan. The Riverside County General Plan contains policies to reduce the demand of energy resources and to consider alternatives to conventional sources of energy. The programs affecting the Project in order to reach these goals, include reducing energy consumption and implementing building design standards to encourage alternative energy sources. The site is currently utilized for agricultural use which is not an energy intensive use therefore, energy demands will increase as a result of residential, commercial, business and industrial land uses. EIR396 identified mitigation measures that would reduce impacts to energy to less than significant as follows (EIR, p. V-155):

*Mitigation Measure C9-1*—All developments within the Kohl Ranch Project area shall implement Title 24 building standards to minimize energy use (EIR, p. V-156).

*Mitigation Measure C9-2*—Electric vehicle recharging facilities shall be permitted in all commercial developments (EIR, p. V-156).

Subsequently, EIR396-A2 identified that Title 24 building standards had improved since mitigation measure C9-1 was written and replaced mitigation measure C9-2 with GHG1:

*Mitigation Measure MM GHG 1* – In order to reduce energy consumption from the proposed Project development, construction of all homes and businesses shall exceed the 2008 California Energy Code – Title 24, Part 6 energy efficiency standards by 15 percent. GHG 1 replaces mitigation measures D7-9 and C9-1.

*Discussion of the Modified Project:* The Modified Project is subject to current Riverside County General Plan policies and requirements regarding energy efficiency. Current standards at the time of development may be even more energy efficient. With implementation of mitigation measures C9-2 and GHG1, the Modified Project will be as or more efficient than the Project previously analyzed.

*Finding:* With implementation of mitigation measures C9-2 and GHG1, the Modified Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the Modified Project beyond those analyzed by EIR396.

**MANDATORY FINDINGS OF SIGNIFICANCE**

<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
<p><b>48.</b> Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal to eliminate important examples of the major periods of California history or prehistory?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Analysis contained in this document; Project Description, EIR396 et al

Findings of Fact:

*EIR396 Conclusion – Less Than Significant with Mitigation with Respect to Biological Resources, Less Than Significant With Mitigation with Respect to Cultural Resources:* The EIR states that the Salton Sea is an important resource for migratory birds and represents the most important biological resource in the Coachella Valley. The Riverside County Comprehensive General Plan designates most of the Valley for continued agricultural use and focuses most development within the Coachella Valley Enterprise Zone, which surrounds the Thermal (Jacqueline Cochran Regional) Airport. Given the limited impact on natural habitat expected under the County's growth policies, the implementation of SPA2 is not considered cumulatively significant (EIR, p. V-383).

With respect to major periods of California History or prehistory, the EIR concluded that the Project site and vicinity contain known archaeological, historical and paleontological resources. While cumulative development anticipated in the area raises the potential for a loss of such resources, mitigation measures (C12-1 through C12-3) would render this impact less than significant (EIR, p. V-383).

*Discussion of the Modified Project:* The Modified Project site occupies the same area as previously analyzed and is not located within any CVMSHCP conservation area. The closest conservation area is the CVSC and Delta Conservation Area to the southeast of the Modified Project. However, the Modified Project is still located within the CVMSHCP boundary. Thus, the Modified Project will be subject to payment of CVMSHCP fees. Existing conditions within the Kohl Ranch Specific Plan boundary include agricultural operations and three schools (Las Palmitas Elementary School, Toro Canyon Middle School and Desert Mirage High School) operated by the Coachella Valley Unified School District (CVUSD) have been constructed at the northeast corner of Avenue 66 and Tyler Street and the area between Avenue 64 and Avenue 66 has been graded with one lake constructed. Some areas within the Modified Project site have been graded or constructed; specifically the southern portion of TTC Motorsport track, referred to as South Palm Circuit has been constructed including a Fuel Island, Paddock, Temporary Sales and Operational Facilities. Construction activities to complete TTC and the uses proposed by the Modified Project will disturb the same area previously analyzed. Mitigation measure C3-2 remains in effect for the Modified Project, which will ensure payment of CVMSHCP fees.

With respect to major periods of California history or prehistory, the Modified Project occupies the same area and has the same Project boundary as previously analyzed. While mitigation measure D8-4

remains applicable to SPA3, it is not applicable to TTC development as golf courses are no longer an allowable use within these planning areas. While mitigation measures C12-2 (Revised) and C12-3 remain applicable to SPA3 within areas that have yet to be developed, they are not specifically applicable to the TTC Motorsports Park Development as this facility is located outside the areas specified by these mitigation measures. However, these mitigation measures will remain in effect for SPA3. Additionally, Mitigation Measure C12-8 is also required to ensure that the archaeological monitoring previously recommended in EIR396 is accomplished by this Project.

*Finding:* With implementation of mitigation measures C12-2 (Revised), C12-3, and C12-8, the Modified Project would not exacerbate or negate impacts identified for biological and cultural resources in the EIR396. Therefore, there are no new impacts, changes, or new information associated with this Project that would require preparation of a Supplemental or Subsequent EIR.

<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
<b>49.</b> Does the Project have the potential to achieve short-term environmental goals, to the disadvantage of long-term environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Analysis contained in this document; Project Description; EIR396 et al

Findings of Fact:

*EIR396 Conclusion:* Not specifically addressed in the EIR396 because the Environmental Assessment determined the Specific Plan does not have the potential to achieve short-term environmental goals, to the disadvantage of long-term environmental goal.

*Discussion of the Modified Project:* The Modified Project occupies the same area as previously analyzed. The Modified Project proposes uses that are substantially similar to those previously approved that would not result in disadvantage of long-term environmental goals.

*Finding:* The Modified Project does not have the potential to achieve short-term environmental goals, to the disadvantage of long-term environmental goals beyond what was previously analyzed. Therefore, there are no new impacts, changes, or new information associated with this Project that would require preparation of a Supplemental or Subsequent EIR.

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>				
50. Does the Project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual 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 as defined in California Code of Regulations, Section 15130)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Analysis contained in this document; Project Description; EIR396 et al

Findings of Fact:

*EIR396 Conclusion – Less than Significant, or Less than Significant with Mitigation for all Resources Except Soils and Agriculture, Air Quality, Noise, and Libraries; which are Significant:* With respect to soils and agriculture, the EIR concluded there are no Williamson Act lands within the Project boundary. However, lands under Williamson Act contracts are located immediately adjacent to the eastern border of the Project site and throughout the Project vicinity. The cumulative loss of farmland from areawide urbanization of farmland is a significant, unavoidable environmental impact.

With respect to air quality, the EIR concluded that short-term air quality impacts are assumed to be significant, since on-site grading is likely to exceed threshold levels (177 acres over a three-month period). The long-term emissions associated with the Project under Concept 1 are anticipated to be 11,555 pounds of carbon monoxide, 646 pounds of reactive organic gases, 1,353 pounds of NOx and 343 pounds of particulate matter on a daily basis. Air pollutant emissions of this magnitude exceed the criteria for significance suggested by the SCAQMD. Regional Project impacts are considered significant and impact of this Project and additional development in the region is considered cumulatively significant. Localized carbon monoxide levels were evaluated in the Project vicinity under year 2010 cumulative conditions. The increase in carbon monoxide from cumulative traffic would not be significant, because the 1-hour and 8-hour standards would not be exceeded at any receptor location (EIR, p. V-382).

With respect to noise, the EIR concluded that the noise increase generated by Project-related traffic and cumulative development levels would expose certain existing residential units to noise levels exceeding the 65 CNEL standard. This impact is considered cumulatively significant (EIR, p. V-382).

With respect to libraries, the EIR concluded that implementation of the Project would adversely impact existing library services. The increase in population to be serviced would require an increase in funding to the County Library in order to maintain the current level of service but the current level of services is substantially inadequate. This impact is considered significant (EIR, p. V-338).

Subsequently, EIR396-A2 identified that the objectives of SPA2 include:

- a) Increased market potential and attractiveness of the Jacqueline Cochran Regional Airport and vicinity.
- b) Support for planning, economic development and redevelopment efforts in the Eastern Coachella Valley, in accordance with the goals of the Coachella Valley Enterprise Zone, Redevelopment Plan

for Supervisorial District No. 4. and Master Plan for the expansion of Jacqueline Cochran Regional Airport.

- c) Flexibility to respond to changing market conditions, through designation of golf course as an alternate land use.
- d) A balanced, living and working environment that provides a mix of land uses including a variety of housing products and employment opportunities.
- e) Cohesive, balanced, neighborhoods relating to overall Project phasing, which can be developed separately or together.

*Discussion of the Modified Project:* The Modified Project proposes to modify Objective (b) as a result of the dissolution of Redevelopment Agencies as of February 1, 2012, as follows:

- b) Support for planning, economic development and redevelopment efforts ~~in the Eastern Coachella Valley, in accordance with the goals of the Coachella Valley Enterprise Zone, Redevelopment Plan for Supervisorial District No. 4. and~~ Master Plan for the expansion of Jacqueline Cochran Regional Airport.

The Project and the entire Specific Plan do not have impacts which are individually limited, but cumulatively considerable.

*Finding:* The Modified Project would not exacerbate or negate impacts identified for agriculture, air quality, noise, or libraries in the EIR396. Although EIR396 identified significant and unavoidable impacts related to these topics, by adopting the Final EIR396 and Statement of Overriding Considerations, the County has deemed these impacts acceptable. The Modified Project would not generate significantly greater emissions, result in greater noise impacts, or result in the loss of agricultural or biological resources greater than the levels identified in EIR396. Thus, the previously identified significant and unmitigated impacts would not be made more severe as a result of the Modified Project. Therefore, there are no new impacts, changes, or new information associated with this Project that would require preparation of a Supplemental or Subsequent EIR.

<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	Impacts Fully Analyzed in EIR No. 396
<b>51.</b> Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Analysis contained in this document; Project Description; EIR396 et al

Findings of Fact:

*EIR396 Conclusion:* Not specifically addressed in the DEIR because the Environmental Assessment determined the Specific Plan does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

*Discussion of the Modified Project:* The Modified Project will not result in the Specific Plan having environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

*Finding:* Construction and operation of the Modified Project or the entire Specific Plan would neither negate nor exacerbate the significance of adverse impacts on humans. The impacts would remain the

same regardless of implementation of this Project. Thus, the previously identified significant and unmitigated impacts would not be made more severe as a result of the Modified Project. Therefore, there are no new impacts, changes, or new information associated with this Project that would require preparation of a Supplemental or Subsequent EIR.



## VI. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to tiering, a program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

### Earlier Analyses Used, if any:

- *Riverside County Integrated Project, General Plan Final Program Environmental Impact Report, SCH No. 20020511430, October 2003.*
- *The Kohl Ranch Specific Plan No. 303 and Environmental Impact Report No. 396, SCH No. 1994112032, adopted and certified on November 16, 1999.*
- *The Kohl Ranch Specific Plan No. 303 Addendum No. 2 and Environmental Impact Report No. 396 Addendum No. 2, adopted on June 7, 2011.*
- *The Kohl Ranch Environmental Impact Report No. 396 Addendum No. 3, adopted April 1, 2014.*

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

The County General Plan Final Program EIR is available for review at the Riverside County Planning Department at 4080 Lemon Street, Riverside, CA and online at:

<http://planning.rctlma.org/SpecificPlans/ApprovedSpecificPlansDocuments.aspx>

## VII. REFERENCES

Cited As:	Source
2012 AQMP	South Coast Air Quality Management District, <i>Final 2012 Air Quality Management Plan</i> , February 2013. (Available at <a href="http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-(february-2013)/main-document-final-2012.pdf">http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-(february-2013)/main-document-final-2012.pdf</a> , accessed October 7, 2014.)
CJA2013	Christopher Jean & Associates, <i>Acoustical Analysis Update, The Thermal Club, Phase 1, County of Riverside</i> , May 14, 2013. (Appendix B)
CPRC	State of California, <i>Public Resources Code Section 12220</i> . (Available at <a href="http://codes.lp.findlaw.com/cacode/PRC/1/d10.5/1/3/s12220">http://codes.lp.findlaw.com/cacode/PRC/1/d10.5/1/3/s12220</a> , accessed on September 26, 2014.)
COR ALUC	Riverside, County of, Airport Land Use Commission, <i>Airport Land Use Compatibility Plan</i> , October 14, 2004 (Available at <a href="http://www.rcaluc.org/plan_new.asp">http://www.rcaluc.org/plan_new.asp</a> , accessed on September 26, 2014.)
COR ECVAP	County of Riverside, <i>County of Riverside General Plan, Eastern Coachella Valley Area Plan</i> , October 2003, updated February 2012. (Available at <a href="http://planning.rctlma.org/SpecificPlans/ApprovedSpecificPlansDocuments.aspx">http://planning.rctlma.org/SpecificPlans/ApprovedSpecificPlansDocuments.aspx</a> , accessed September 26, 2014.)
COR GP	County of Riverside, Transportation and Land Management Agency, Planning Division, <i>Riverside County Integrated Project, General Plan</i> , adopted 2003, amended through March 11, 2014. (Available at the County of Riverside Planning Department and at <a href="http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx">http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx</a> , accessed September 26, 2014.)
COR GP FEIR	County of Riverside, Transportation and Land Management Agency, Planning Division, <i>Riverside County Integrated Project, General Plan Final Program Environmental Impact Report</i> , 2003. (Available at the County of Riverside Planning Department and at <a href="http://www.rctlma.org/genplan/content/eir/volume2.html">http://www.rctlma.org/genplan/content/eir/volume2.html</a> , accessed August 12, 2010.)
COR Ord 348	Riverside, County of, <i>Ordinance No. 348, Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside</i> . (Available at <a href="http://planning.rctlma.org/Portals/0/zoning/ordnance/Ord.%20348.4773%20clean%20version%20-%20Copy.pdf">http://planning.rctlma.org/Portals/0/zoning/ordnance/Ord.%20348.4773%20clean%20version%20-%20Copy.pdf</a> , accessed on September 26, 2014.)
COR Ord 460	Riverside, County of, <i>Ordinance No. 460, Regulating the Division of Land of the County of Riverside</i> . (Available at Riverside County Clerk of the Board and <a href="http://www.rivcocob.org/ords/400/460.pdf">http://www.rivcocob.org/ords/400/460.pdf</a> , accessed on September 26, 2014.)
COR Ord 457	Riverside, County of, <i>Ordinance No. 457, Uniform Building Code</i> . (Available at Riverside County Clerk of the Board and <a href="http://www.clerkoftheboard.co.riverside.ca.us/ords/400/457.pdf">http://www.clerkoftheboard.co.riverside.ca.us/ords/400/457.pdf</a> , accessed on September 26, 2014.)
COR Ord 655	Riverside, County of, 1988, <i>Ordinance No. 655, An Ordinance of the County of Riverside Regulating Light Pollution</i> , (Available at Riverside County Clerk of the Board and at <a href="http://www.clerkoftheboard.co.riverside.ca.us/ords/600/655.htm">http://www.clerkoftheboard.co.riverside.ca.us/ords/600/655.htm</a> , accessed on September 26, 2014.)
COR Ord 742	Riverside, County of, <i>Ordinance No. 742, Dust Control in Urban Areas of the Coachella Valley</i> . (Available at Riverside County Clerk of the Board and at <a href="http://www.rivcocob.org/ords/700/742.1.pdf">http://www.rivcocob.org/ords/700/742.1.pdf</a> , accessed on September 26, 2014.)

Cited As:	Source
COR Ord 754	Riverside, County of, 2006, <i>Ordinance No. 754 (As Amended through 754.2, An Ordinance of the County of Riverside Amending Ordinance No. 754 Establishing Stormwater/Urban Runoff Management and Discharge Controls)</i> . (Available at Riverside County Clerk of the Board and at <a href="http://www.rivcocob.org/ords/700/754.2.pdf">http://www.rivcocob.org/ords/700/754.2.pdf</a> , accessed on September 26, 2014.)
COR Ord 847	Riverside, County of, <i>Ordinance No. 847, Regulating Noise</i> . (Available at Riverside County Clerk of the Board and at <a href="http://www.clerkoftheboard.co.riverside.ca.us/ords/800/847.pdf">http://www.clerkoftheboard.co.riverside.ca.us/ords/800/847.pdf</a> , accessed on September 26, 2014.)
CVAG	Coachella Valley Association of Governments, <i>Final CVAG Non-Motorized Transportation Plan Update</i> , September 2010. (Available at <a href="http://www.cvag.org/library/pdf_files/trans/TPPS%20RFP/7%20-%202010%20Non%20Motorized%20Transportation%20Plan.pdf">http://www.cvag.org/library/pdf_files/trans/TPPS%20RFP/7%20-%202010%20Non%20Motorized%20Transportation%20Plan.pdf</a> , accessed September 26, 2014.)
CVMSHCP	Riverside, County of, <i>Coachella Valley Multi-Species Habitat Conservation Plan</i> , September, 2007. (Available at <a href="http://www.cvmshcp.org/Plan_Documents.htm">http://www.cvmshcp.org/Plan_Documents.htm</a> , accessed on September 26, 2014.)
CVRPMP	Desert Recreation District, <i>Coachella Valley Recreation and Parks Master Plan</i> , November 2013. (Available at <a href="http://rivcocob.org/agenda/2014/03_25_14_files/02-03part%202.pdf">http://rivcocob.org/agenda/2014/03_25_14_files/02-03part%202.pdf</a> , accessed on September 26, 2014.)
EIR396	<i>The Kohl Ranch Specific Plan No. 303 and Environmental Impact Report No. 396</i> , adopted November 16, 1999. (Available at <a href="http://planning.rctlma.org/SpecificPlans/ApprovedSpecificPlansDocuments.aspx">http://planning.rctlma.org/SpecificPlans/ApprovedSpecificPlansDocuments.aspx</a> , accessed September 26, 2014.)
FEMA	Federal Emergency Management Agency, Flood Map Service Center. (Available at <a href="https://msc.fema.gov/portal">https://msc.fema.gov/portal</a> , accessed September 26, 2014.)
Google Maps	Google Maps. (Available at <a href="https://www.google.com/maps/">https://www.google.com/maps/</a> , accessed September 26, 2014.)
RCLIS	Riverside, County of, <i>Riverside County Land Information System Website</i> . (Available at <a href="http://tlmabld5.agency.tlma.co.riverside.ca.us/website/rclis/">http://tlmabld5.agency.tlma.co.riverside.ca.us/website/rclis/</a> , accessed September 26, 2014.)
STA	SunLite Transit Agency, SunBus System Map, effective September 2014. (Available at <a href="http://www.sunline.org/pub/schedules/2014/sept_7_2014/system_map_9-14_w_links.pdf">http://www.sunline.org/pub/schedules/2014/sept_7_2014/system_map_9-14_w_links.pdf</a> , accessed September 26, 2014.)
WEBB 2010a	Albert A. Webb Associates, <i>Air Quality Impact Analysis for The Kohl Ranch Thermal Motorsports Park, Including a CO Hotspots Analysis for Specific Plan No. 303, Amendment 2, Riverside County, CA</i> , October 11, 2010. (Available at County of Riverside.)
WEBB 2010b	Albert A. Webb Associates, <i>Greenhouse Gas Analysis for The Kohl Ranch Specific Plan No. 303, Amendment 2, Riverside County, CA</i> , September 13, 2010. (Available at County of Riverside.)
Webb 2010c	Albert A. WEBB Associates, <i>Preliminary Acoustical Impact Analysis, The Kohl Ranch Specific Plan No. 303, Amendment 2</i> , December 1, 2010. (Appendix B)
WEBB-A	Albert A. WEBB Associates, <i>Air Quality/Greenhouse Gas Analysis for the Kohl Ranch Specific Plan No. 303 Amendment No. 3 and Environment Impact Report No. 396 Addendum No. 5</i> , October 7, 2014. (Appendix A)
WEBB-B	Albert A. WEBB Associates, <i>Noise Assessment for the Kohl Ranch Specific Plan No. 303 Amendment No. 3 and Environmental Impact Report No. 396 Addendum No. 5</i> , September 12, 2014. (Appendix B)

---

**Cited As:**            **Source**

WEBB-C            Albert A. WEBB Associates, The Kohl Ranch Specific Plan Traffic Analysis Addendum, September 18, 2014. (Appendix C)

## VIII. LOCATIONS WHERE REFERENCES CAN BE VIEWED

### County of Riverside

Planning Department  
4080 Lemon Street  
Riverside, CA 92501

## IX. LIST OF INITIAL STUDY PREPARERS

### Riverside County Planning Department

Matt Straite  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside, California 92501  
(951) 955-8631

### Albert A. Webb Associates

Melissa Perez, Senior Environmental Planner  
Cheryl Degano, Principal Environmental Analyst  
Eliza Laws, Senior Environmental Analyst  
Brad Perrine, Associate Environmental Analyst  
Ryan Leonard, Associate Environmental Planner  
3788 McCray Street  
Riverside, California 92506  
(951) 686-1070

## X. PERSONS CONTACTED IN PREPARATION OF THE INITIAL STUDY

None

## XI. ACRONYMS, UNITS OF MEASUREMENT, AND CHEMICAL SYMBOLS

### Acronyms

AQMP	Air Quality Management Plan
BMP	Best Management Practices
CEQA	California Environmental Quality Act
CLUP	Comprehensive Land Use Plan
CNEL	Community Noise Equivalent Level
CPUC	California Public Utilities Commission
CVAG	Coachella Valley Association of Governments
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CVUSD	Coachella Valley Unified School District
CVWD	Coachella Valley Water District
DCPA	Desert Communities Project Area
DRD	Desert Recreation District
EA	Environmental Assessment
ECVAP	Eastern Coachella Valley Area Plan
EIR	Environmental Impact Report
ERC	Extended Runway Centerline
ETZ	Emergency Touchdown Zone
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gases
GTE	General Telephone
IDD	Imperial Irrigation District
ISZ	Inner Safety Zone
LOS	Level of service
MRZ	Mineral Resource Zone
NAAQS	National Ambient Air Quality Standards
NPDES	National Pollutant Discharge Elimination System
OTZ	Outer Safety Zone
RCALUC	Riverside County Airport Land Use Commission
RCP	Regional Comprehensive Plan
RWQCB	Regional Water Quality Control Board Division
SBBM	San Bernardino Base Meridian

Acronyms

SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Electric
SCH	State Clearinghouse
SCHWMA	Southern California Hazardous Waste Management Authority
SEDAB	South East Desert Air Basin
SOV	Single Occupant Vehicle
SPA2	Specific Plan Number 303, Amendment Number 2
SSAB	Salton Sea Air Basin
SWPPP	Storm Water Pollution Prevention Plan
TDG	Thermal Design Guidelines
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
TPPS	Transportation Project Prioritization Study
TUMF	Transportation Uniform Mitigation Fee
UBC	Uniform Building Code
USBR	United States Bureau of Reclamation
USGS	United States Geological Survey
WSA	Water Supply Assessment

***Units of Measurement and Chemical Symbols***

AMSL	Above Mean Sea Level
CO	Carbon monoxide
CO <sub>2</sub>	Carbon dioxide
gpm	Gallons per minute
MGD	Million gallons per day
NO <sub>2</sub>	Nitrogen dioxide
N <sub>2</sub> O	Nitrous Oxide
PM-10	Particulate matter 2.5 to 10 microns in diameter
PM-2.5	Particulate matter 2.5 microns or less in diameter
psi	Pounds per square inch
VOC	Volatile organic compounds



OFFICE OF  
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PHONE: (951) 955-1060  
FAX: (951) 955-1071

KECIA HARPER-IHEM  
Clerk of the Board of Supervisors

KIMBERLY A. RECTOR  
Assistant Clerk of the Board

April 2, 2015

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E-MAIL: [legals@thedesertsun.com](mailto:legals@thedesertsun.com)

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Thank you in advance for your assistance and expertise.

Sincerely,

*Cecilia Gil*

Board Assistant to:  
KECIA HARPER-IHEM, CLERK OF THE BOARD



**Gil, Cecilia**

---

**From:** Moeller, Charlene <CMOELLER@palmspri.gannett.com>  
**Sent:** Thursday, April 02, 2015 9:08 AM  
**To:** Gil, Cecilia  
**Subject:** RE: FOR PUBLICATION: Adoption of Ord. No. 348.4801

Good Morning ☺

Ad received and will publish on date(s) requested.

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**Sent:** Thursday, April 02, 2015 8:57 AM  
**To:** Email, TDS-Legals  
**Subject:** FOR PUBLICATION: Adoption of Ord. No. 348.4801

Good morning! Attached is an Adoption of Ordinance, for publication on Sunday, April 5, 2015. Please confirm. THANK YOU!

*Cecilia Gil*  
Board Assistant  
Clerk of the Board  
951-955-8464  
MS# 1010

BOARD OF SUPERVISORS OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

**ORDINANCE NO. 348.4801**  
**AN ORDINANCE OF THE COUNTY OF RIVERSIDE**  
**AMENDING ORDINANCE NO. 348 RELATING TO ZONING**

The Board of Supervisors of the County of Riverside Ordains as follows:

Section 1. Section 4.2 of Ordinance No. 348, and Official Zoning Plan Map No. 41.090, as amended, are further amended by placing in effect in the Lower Coachella Valley District the zone or zones as shown on the map entitled "Change of Official Zoning Plan Amending Ordinance No. 348, Map No. 41.090, Change of Zone Case No. 7852," which map is made a part of this ordinance.

Section 2. Article XVIIa, of Section 17.87 of Ordinance No. 348 is amended and restated in its entirety to read as follows:

Section 17.87 SP ZONE REQUIREMENTS AND STANDARDS FOR SPECIFIC PLAN NO. 303.

a. Planning Areas C-5, D-1, G-2, G-3, G-4, G-6, G-9, G-12, H-1, H-3, H-6, H-10, I-1, I-2, I-3, J-2, J-3, J-5, J-6, J-7, J-8, K-1, K-3, L-2, L-3, M-2, M-3, M-8, and M-9.

(1) The uses permitted in Planning Areas C-5, D-1, G-2, G-3, G-4, G-6, G-9, G-12, H-1, H-3, H-6, H-10, I-1, I-2, I-3, J-2, J-3, J-5, J-6, J-7, J-8, K-1, K-3, L-2, L-3, M-2, M-3, M-8, and M-9 of Specific Plan No. 303 shall be the same as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No. 348 except that the uses permitted pursuant to Section 8.100.a(1) and (2) and Section b.(1) shall not be permitted. In addition, the permitted uses identified under Section 8.100.a. shall include public parks; community centers; and when the gross acre of a lot is twenty (20) acres or greater, the uses identified under Article XIII, Section 13.1.b. of Ordinance No. 348 shall also be included.

(2) The development standards for Planning Areas C-5, D-1, G-2, G-3, G-4, G-6, G-9, G-12, H-1, H-3, H-6, H-10, I-1, I-2, I-3, J-2, J-3, J-5, J-6, J-7, J-8, K-1, K-3, L-2, L-3, M-2, M-3, M-8, and M-9 of Specific Plan No. 303 shall be the same as those standards identified in Article VIIIe, Section 8.101 of Ordinance No. 348.

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

b. Planning Areas A-1, A-3, A-7, E-1, and E-3.

(1) The uses permitted in Planning Areas A-1, A-3, A-7, E-1, and E-3 of Specific Plan No. 303 shall be the same as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No. 348 except that the uses permitted pursuant to Section 8.100.b.(1) shall not be permitted. In addition, the permitted uses identified under Section 8.100.a. shall include public parks; community centers; facilities related to large scale recreational uses such as a motor sports race track and facilities related thereto, including but not limited to race track, private garages, clubhouse, tuning shop, observation tower, museum, vehicle display areas and ancillary uses in support thereof; and when the gross area of a lot is twenty (20) acres or greater, the uses identified under Article XIII, Section 13.1.b. of Ordinance No. 348 shall also be included.

(2) The development standards for Planning Areas A-1, A-3, A-7, E-1, and E-3 of Specific Plan No. 303 shall be the same as those standards identified in Article VIIIe., Section 8.101 of Ordinance No. 348.

(3) If Planning Areas A-1, A-3, A-7, E-1, and E-3 are developed with large scale recreational uses such as a motor sports race track and facilities related thereto, the development standards shall be the same as those identified in Article VIIIe., Section 8.101 of Ordinance No. 348 except that the following development standards shall also apply:

(A) The minimum front yard setback for any building shall be 20 feet.

(B) The minimum side yard setback for any building shall be 5 feet.

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

c. Planning Areas A-2.

(1) The permitted uses in Planning Areas A-2 of Specific Plan No. 303 shall be the same as those permitted in Article IX, Section 9.1 of Ordinance No. 348, except that the uses permitted pursuant to Sections 9.1.a. (17), (23), (25), (27), (29), (32), (42), (51), (52), (61), (65), (67), (73), and (93); Sections 9.1.b. (7), (9), (11)a., (18), (19), and (20); and Sections 9.1.d. (4), (5), (7), (10), (11), (12) and (13) shall not be permitted. In addition, the permitted uses identified under Section 9.1.a. shall include aviation equipment assembly; communication equipment and microwave sales and installation; computer and office equipment sales, service, repair and assembly; conference facilities; country clubs, manufacture of dairy products, not including dairies; emergency and urgent care medical facilities; libraries; manufacture of grain and bakery products; health and exercise centers; hospitals; ice houses; jewelry manufacture and repair; manufacture of wearing apparel and accessories; manufacture and repair of measuring devices, watches, clocks and related items; manufacture and repair of optical goods, medical instruments, supplies and equipment, engineering, survey and drafting instruments and photography equipment; manufacture of handbags, luggage, footwear, and other personal leather goods; manufacture of cutlery, tableware, hand tools and hardware; manufacture of plumbing and heating items; vehicle storage and impoundment; manufacture of office and computing machines; manufacture, assembly, testing and repair of components, devices, equipment and systems of an electrical, electronic, or electro-mechanical nature; manufacture of non-alcoholic beverages; manufacture of confectionery products; manufacture and repair of refrigeration and heating equipment; printing of periodicals, books, forms, cards and similar items; public parks and public playgrounds; golf courses; religious institutions; facilities for research and development of precision components and products; and water wells and appurtenant facilities.

In addition, the permitted uses identified under Section 9.1.b. shall include aerial service businesses including advertising, photography and tours; aerospace/aeronautical museums; aircraft equipment sales, service and repair; contractor storage yards; flight schools; intermodal cargo transfer facilities; manufacture of furniture and fixtures, including cabinets, partitions and similar small items; manufacture of bicycles; parcel delivery services; warehousing and distribution; facilities related to large scale recreational uses such as golf courses and a motor sports race track and facilities related thereto, including but not limited to race track, private garages, clubhouse, tuning shop, observation tower, museum, vehicle display areas and ancillary uses in support thereof; and when the gross area of a lot is twenty (20) acres or greater, the uses identified under Article XIII, Section 13.1.b. of Ordinance No. 348 shall be included.

In addition, the permitted uses identified under Section 9.1.d. shall include community centers; schools; meat and poultry processing not including slaughtering or rendering of animals; paper shredding facilities; research and manufacture of drugs and pharmaceuticals; manufacture of soaps, cleaners and toiletries; wrought iron fabrication; machine, welding and blacksmith shops; breweries, distilleries and wineries; paper storage and recycling within a building; recycling processing facilities; paper and paperboard mills; manufacture of containers and boxes; and above ground natural gas storage.

(2) The development standards for Planning Areas A-2 of Specific Plan No. 303 shall be the same as those standards identified in Article IX, Section 9.4 of Ordinance No. 348 except that sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks and other sporting activities, shall not be permitted.

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

d. Planning Areas C-6, G-8, H-8 and L-1.

(1) The uses permitted in Planning Areas C-6, G-8, H-8 and L-1 of Specific Plan No. 303 shall be the same as those uses permitted in Article VII, Section 7.1 of Ordinance No. 348, except that the uses permitted pursuant to Section 7.1.a.(3), (4) and (10); Section 7.1.b(9); and Section 7.1.c(1) shall not be permitted.

In addition, the permitted uses identified under Section 7.1.b. shall include two family dwellings developed pursuant to Subsections AA. through DD. of this section; lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water and noncommercial fishing; water wells and appurtenant facilities; and when the gross area of a lot is

twenty (20) acres or greater, the uses identified under Article XIII, Section 13.1.a. and b. of Ordinance No. 348 shall also be included, except that the uses permitted pursuant to Section 13.1.a.(15) shall not be permitted.

(2) The development standards for Planning Areas C-6, G-8, H-8 and L-1 of Specific Plan 303 shall be the same as those standards identified in Article VII, Sections 7.2 through 7.11 except that the development standards set forth in Sections 7.3, 7.4, 7.5, 7.6, and 7.10 shall be deleted and replaced by the following:

A. Lot area shall be not less than four thousand (4,000) square feet, unless cluster development subject to the development standards set forth in subsections AA. through DD. of this section is utilized. The minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as building site.

B. The front yard shall be not less than 16 feet, measured from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure.

C. The minimum average width of that portion of a lot to be used as a building site shall be forty feet (40'), with a minimum average depth of one hundred feet (100') unless cluster development subject to the development standards set forth in subsections AA. through DD. of this section is utilized. "Flag" lots shall not be permitted.

D. The minimum frontage of a lot shall be forty feet (40') except that lots fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty feet (30') unless cluster development subject to the development standards set forth in subsections AA. through DD. of this section is utilized. Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.

E. Side yards on interior and through lots shall be not less than ten percent (10%) of the width of the lot, but not less than three feet (3') in width in any event, and need not exceed a width of five feet (5') unless cluster development subject to the development standards set forth in subsections AA. through DD. of this section is utilized. Side yards on corner and reverse corner lots shall be not less than ten feet (10') from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides unless cluster development subject to the development standards set forth in subsections AA. through DD. of this section is utilized. Where a zero lot line design is utilized, the alternate side yard shall be not less than ten feet (10') in width.

F. The rear yard shall not be less than ten feet (10') unless cluster development subject to the development standards set forth in subsection AA. through DD. of this section is utilized.

G. Every main building erected or structurally altered shall have a lot or building site of not less than one thousand one hundred (1,100) square feet for each dwelling unit in such main building unless cluster development subject to the development standards set forth in subsections AA. through DD. of this section is utilized.

In addition, when a cluster development design is utilized, the following development standards shall be applicable:

AA. The minimum overall area for each individual unit within a two-family dwelling exclusive of the area set aside for street rights of way shall be two thousand (2,000) square feet.

BB. The minimum lot area for two-family lots used as a residential building site shall be two thousand (2,000) square feet. The minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as a building site. For each two family dwelling, common open space shall be provided equal to the difference between the lot area for such two family dwelling and eight thousand (8,000) square feet.

CC. Side yards on interior and through lots shall be not less than three feet (3') for one-story buildings; not less than ten feet (10') for two-story buildings;

and not less than fifteen feet (15') for three-story buildings. Side yards on corner and reversed corner lots shall be not less than ten feet (10') from the existing street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides, except that where the lot is less than fifty feet (50') wide the yard need not exceed twenty percent (20%) of the lot width.

DD. The rear yard shall not be less than ten feet (10') for one-story buildings; not less than fifteen feet (15') for two-story buildings; and not less than twenty feet (20') for three-story buildings.

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

e. Planning Areas B-1, B-2, B-5, B-6, C-2, C-4, C-8, F-3, G-7, H-2, H-4, H-5, H-7, M-7B, M-7C, M-7D, and M-7E.

(1) The uses permitted in Planning Areas B-1, B-2, B-5, B-6, C-2, C-4, C-8, F-3, G-7, H-2, H-4, H-5, H-7, M-7B, M-7C, M-7D, and M-7E of Specific Plan No. 303 shall be the same as those uses permitted in Article VII, Section 7.1 of Ordinance No. 348, except that the uses permitted pursuant to Section 7.1.a.(3); Section 7.1.b(9); and 7.1.c(1) shall not be permitted. In addition, the permitted uses identified under Section 7.1.b. shall include two family dwellings developed pursuant to Subsections AA. through FF. of this section; community centers, lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water and non-commercial fishing; water wells and appurtenant facilities; and when the gross area of a lot is twenty (20) acres or greater, the uses identified under Article XIII, Section 13.1.b. of Ordinance No. 348 shall also be included.

(2) The development standards for Planning Areas B-1, B-2, B-5, B-6, C-2, C-4, C-8, F-3, G-7, H-2, H-4, H-5, H-7, M-7B, M-7C, M-7D, and M-7E of Specific Plan No. 303 shall be the same as those standards identified in Article VII, Sections 7.2 through 7.11, except that the development standards set forth in Sections 7.3, 7.5, 7.6, and 7.11 shall be deleted and replaced by the following:

A. Lot area shall be not less than five thousand (5,000) square feet, unless cluster development subject to the development standards set forth in subsections AA. through FF. of this section is utilized. The minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as building site.

B. The minimum average width of that portion of a lot to be used as a building site shall be fifty feet (50'), with a minimum average depth of one hundred feet (100') unless cluster development subject to the development standards set forth in subsections AA. through FF. of this section is utilized. "Flag" lots shall not be permitted.

C. The minimum frontage of a lot shall be fifty (50') except that lots fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty feet (30') unless cluster development subject to the development standards set forth in subsections AA. through FF. of this section is utilized. Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.

D. Side yards on interior and through lots shall be not less than ten percent (10%) of the width of the lot, but not less than three feet (3') in width in any event, and need not exceed a width of five feet (5') unless cluster development subject to the development standards set forth in subsections AA. through FF. of this section is utilized. A zero lot line design may be used, in which event the alternate side yard shall be not less than ten feet (10') in width. Side yards on corner and reverse corner lots shall be not less than ten feet (10') from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides, unless cluster development subject to the development standards set forth in subsections AA. through FF. of this section is utilized.

E. The rear yard shall not be less than ten feet (10') unless cluster development subject to the development standards set forth in subsections AA. through FF. of this section is utilized.

In addition, when a cluster development design is utilized, for either single family or two family dwellings, the following development standards shall be applicable:

AA. The minimum overall area for each single-family dwelling unit or each individual unit within a two-family dwelling, exclusive of the area set aside for street rights of way shall be four thousand (4,000) square feet.

BB. The minimum lot area for individual single-family and two-family lots used as a residential building site shall be four thousand (4,000) square feet. The minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as a building site. For each dwelling unit, common open space shall be provided equal to the difference between the single-family or two-family lot area and five thousand (5,000) square feet for each single-family dwelling or ten thousand five hundred (10,500) square feet for each two-family dwelling.

CC. The minimum average width of that portion of a lot to be used as a building site shall be fifty feet (50'), with a minimum average depth of ninety feet (90'). "Flag" lots shall not be permitted.

DD. The minimum frontage of a lot shall be fifty feet (50'), except that lots fronting on knuckles or culs-de-sac may have a minimum frontage of thirty feet (30'). Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.

EE. Side yards for single-family dwellings on interior and through lots shall be not less than ten percent (10%) of the width of the lot, but not less than three feet (3') in width in any event, and need not exceed a width of five feet (5'). Side yards for single-family dwellings on corner and reverse corner lots shall be not less than ten feet (10') from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides. Where a zero lot line design is utilized for single-family dwellings, the alternate side yard shall be not less than ten feet (10') in width. Side yards for two-family dwellings on interior and through lots shall be not less than five feet (5') for one-story buildings; not less than ten feet (10') for two-story buildings; and not less than fifteen feet (15') for three-story buildings. Side yards for two-family dwellings on corner and reverse corner lots shall be measured from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides.

FF. The rear yard for single-family dwellings shall be not less than ten feet (10'). The rear yard for two-family dwellings shall be not less than ten feet (10') for one-story buildings, not less than fifteen feet (15') for two-story buildings; and not less than twenty feet (20') for three-story buildings.

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

f. Planning Areas A-5, G-1 and F-4.

(1) The uses permitted in Planning Areas A-5, G-1 and F-4 of Specific Plan No. 303 shall be the same as those permitted in Article IX, Section 9.1 of Ordinance No. 348, except that the uses permitted pursuant to Sections 9.1.a. (29), (51) and (93), b.(11)a., (12), (18), (19), and (20), d.(2), (3), (4), (5), (6), (9), (10), (11), (12) and (13), shall not be permitted.

In addition, the permitted uses identified under Section 9.1.a. shall include public parks and public playgrounds; golf courses; country clubs; animal hospitals with all kennels entirely indoors; health clubs; computer sales and repair stores; parcel delivery services; libraries; religious institutions; community centers; schools; and water wells and appurtenant facilities.

In addition, when the gross area of a lot is twenty (20) acres or greater, the permitted uses identified under Section 9.1.b. shall include the uses permitted under Article XIII, Section 13.1.b. of Ordinance No. 348.

In addition, the permitted uses identified under Section 9.1.d. shall include electric vehicle charging stations.

(2) The development standards for Planning Areas A-5, G-1 and F-4 of Specific Plan No. 303 shall be the same as those standards identified in Article IX, Section 9.4 of Ordinance No. 348.

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

g. Planning Areas B-3, C-1, F-2, G-5, G-10, G-11, G-13, H-9, I-4, I-5, I-6, I-7, I-8, I-9, I-10, I-11, J-1, J-4, M-1A, M-1B, M-1C, M-5A, M-5B, M-6A, M-6B, and M-7A.

(1) The uses permitted in Planning Areas B-3, C-1, F-2, G-5, G-10, G-11, G-13, H-9, I-4, I-5, I-6, I-7, I-8, I-9, I-10, I-11, J-1, J-4, M-1A, M-1B, M-1C, M-5A, M-5B, M-6A, M-6B, and M-7A of Specific Plan No. 303 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except that the uses permitted pursuant to Section 6.1.b(5); and Section 6.1.c(1). shall not be permitted. In addition, the permitted uses identified under Section 6.1.a. shall include two family dwellings developed pursuant to subsection AA. through GG. of this section; lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water; water wells and appurtenant facilities; and when the gross acre of a lot is twenty (20) acres or greater, the uses identified under Article XIII, Section 13.1.a. and b. of Ordinance No. 348 shall also be included, except that the uses permitted pursuant to Section 13.1.a(15) shall not be permitted.

In addition the permitted uses identified under Section 6.1.b. shall include day care centers; libraries; religious institutions; community centers; and schools.

(2) The development standards for Planning Areas B-3, C-1, F-2, G-5, G-10, G-11, G-13, H-9, I-4, I-5, I-6, I-7, I-8, I-9, I-10, I-11, J-1, J-4, M-1A, M-1B, M-1C, M-5A, M-5B, M-6A, M-6B, and M-7A of Specific Plan No. 303 shall be the same as those standards identified in Article VI, Section 6.2, except that the development standards set forth in Article VI, Section 6.2.b, c., d., e.(2), e.(3) and g shall be deleted and replaced by the following:

A. Lot area shall be not less than six thousand (6,000) square feet, unless cluster development subject to the development standards set forth in subsection AA. through GG. of this section is utilized. The minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as building site.

B. The minimum average width of that portion of a lot to be used as a building site shall be sixty feet (60'), with a minimum average depth of one hundred feet (100') unless cluster development subject to the development standards set forth in subsections AA. through GG. of this section is utilized. "Flag" lots shall not be permitted.

C. The minimum frontage of a lot shall be sixty feet (60') except that lots fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty-five feet (35') unless cluster development subject to the development standards set forth in subsections AA. through GG. of this section is utilized. Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.

D. Side yards on interior and through lots shall be not less than ten percent (10%) of the width of the lot, but not less than three feet (3') in width in any event, and need not exceed a width of five feet (5') unless cluster development subject to the development standards set forth in subsection AA. through GG. of this section is utilized. Side yards on corner and reverse corner lots shall be not less than ten feet (10') from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides unless cluster development subject to the development standards set forth in subsections AA. through GG. of this section is utilized.

E. The rear yard shall not be less than ten feet (10') unless cluster development subject to the development standards set forth in subsections AA. through GG. of this section is utilized.

In addition, when a cluster development design is utilized for single family or two family dwellings, the following development standards shall be applicable:

AA. The minimum overall area for each single-family dwelling unit or each individual unit within a two-family dwelling, exclusive of the area set aside for street rights of way shall be five thousand (5,000) square feet.

BB. The minimum lot area for individual single-family lots used as a residential building site shall be five thousand (5,000) square feet. The minimum lot area for two-family lots shall be five thousand (5,500) square feet. The minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as a building site. For each dwelling unit, common open space shall be provided equal to the difference between the single-family or two-family lot area and six thousand (6,000) square feet for each single-family dwelling or twelve thousand (12,000) square feet for each two-family dwelling.

CC. The minimum average width of that portion of a lot to be used as a building site shall be fifty-five feet (55'), with a minimum average depth of one hundred feet (100'). "Flag" lots shall not be permitted.

DD. The minimum frontage of a lot shall be fifty-five feet (55'), except that lots fronting on knuckles or cul-de-sac may have a minimum frontage of thirty feet (30'). Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.

EE. Side yards on interior and through lots shall be not less than ten percent (10%) of the width of the lot, but not less than three feet (3') in width in any event, and need not exceed a width of five feet (5'). Side yards on corner and reverse corner lots shall be not less than ten (10') from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides. Where a zero lot line design is utilized the alternate side yard shall be not less than ten feet (10') in width.

FF. The rear yard for single-family dwellings shall be not less than ten feet (10'). The rear yard for two-family dwellings shall be not less than ten feet (10') for one-story buildings, not less than fifteen feet (15') for two-story buildings, and not less than twenty feet (20') for three-story buildings.

GG. In no case shall more than sixty percent (60%) of any lot be covered by buildings or structures.

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

h. Planning Area A-4

(1) The uses permitted in Planning Area A-4 of Specific Plan 303 shall be the same as those uses permitted in Article XII, Section 12.2 of Ordinance No. 348, except that the uses permitted pursuant to Section 12.2.c. (3), (7), (11) and (12); Section 12.2.d.; Section 12.2.e., 12.2.f. and 12.2.g. shall not be permitted. In addition, the permitted uses identified under Section 12.2.b. shall include water wells and appurtenant facilities, facilities related to large scale recreational uses such as golf courses and a motor sports race track and facilities related thereto, including but not limited to race track, private garages, clubhouse, tuning shop, observation tower, museum, vehicle display areas, underground fuel storage and ancillary uses in support thereof; and when the gross acre of a lot is twenty (20) acres or greater, the uses identified under Article XIII, Section 13.1.a. and b. of Ordinance No. 348 shall also be included, except that the uses permitted pursuant to Section 13.1.a.(15) shall not be permitted.

In addition, the permitted uses identified under Section 12.2.b shall include aerial services including advertising, photography and tours; aerospace/aeronautical museums; aircraft taxiways; catering services/flight kitchens; conference facilities; golf courses and appurtenant facilities; convenience stores; dry cleaners; flight schools; hospitals; hotels and motels; intermodal cargo transfer terminals; research and development facilities for biomedical, chemical, electronic, mechanical and other scientific purposes; paper recycling facilities; parcel delivery services; and rental car agencies including the storage of rental cars.

In addition, the permitted uses identified under Section 12.2.c. shall include cogeneration plants; structures and facilities necessary and incidental to the development, generation and transmission of electric power and gas such as power plants, booster or conversion plants, transmission lines, pipelines and the like; and incarceration and detention facilities.



(2) The development standards for Planning Area A-4 of Specific Plan No. 303 shall be the same as those standards identified in Article XII, Section 12.4 of Ordinance No.348, provided however that Article XII, Section 12.4(b)(3) shall apply only to setbacks calculated from public streets. Article XII, Section 12.4.a. is modified to provide that the minimum lot area shall be seven thousand (7,000) square feet with no minimum average width. There shall be no minimum setback from any private street. Article XII, Section 12.4c.(2) is modified to provide that an observation tower built within Planning Areas A-4 and built as part of a large scale recreational use shall not exceed 70 feet in height and sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks and other sporting activities, shall not be permitted.

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

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

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

In addition, the uses identified under Section 9.1.b as allowable with a plot plan shall include aerial services including advertising, photography and tours; aerospace/aeronautical museums; aircraft equipment sales, service, and repair; aircraft taxiways; airports; aviation equipment assembly; body and fender shops; building materials and sales yard; building movers storage yard; catering services/flight kitchens; cold storage plant; communications and microwave installations; computer and office equipment sales, service, repair and assembly; conference facilities; contractor storage yards; country clubs; dry cleaners; emergency and urgent care medical facilities; facilities related to large scale recreational uses such as a motor sports race track and facilities related thereto, including but not limited to race track, private garages, clubhouse, tuning shop, observation tower, museum, vehicle display areas, underground fuel storage and ancillary uses in support thereof; flight schools; hardware and home improvement centers; health and exercise centers; heliports; ; intermodal cargo transfer terminals; libraries; industrial and manufacturing uses involving food products including beverages, including alcoholic beverages, canning and preserving fruits and vegetables, dairy products-not including dairies, grain and bakery products, ice, meat and poultry products-including meat packing but not slaughtering, sugar and confectionary products, and wineries, distilleries, and breweries; textile products including cotton, wool, and synthetic weaving and finishing mills, wearing apparel and accessory products, knitting mills, floor covering mills, and yard and thread mills; lumber and wood products including saw and planing mills, manufacture of containers and crates, fabrication of wood building structures, lumber yards, manufacture of furniture and fixtures including cabinets, partitions, and similar items; paper products including paper and paperboard mills, manufacture of containers and boxes, paper shredding, printing and publishing of newspaper, periodicals, books, forms cards and similar items, binding of books and other publications; chemicals and related products including manufacture of organic and inorganic compounds-not including those of a hazardous nature, manufacture of drugs and pharmaceuticals, soaps, cleaners, and toiletries, manufacture of agricultural chemicals-not including pesticides and fertilizers, paints and varnishes; rubber and plastic and synthetic products including manufacture of tires and tubes, fabrication of rubber, plastics, and synthetic products; leather products including tanning and finishing of leather, manufacture of handbags, luggage, footwear, and other personal leather goods; stone clay, glass, and concrete products including stone cutting and related activities, pottery and similar items, glass blowing, pressing and cutting, glassware products, manufacture of concrete, gypsum, plaster and mineral products; metal products including manufacture of cans and containers, cutlery, tableware, hand tools and hardware, plumbing and heating items, wrought iron fabrication, manufacture and assembly of fencing, machine, welding, and blacksmith shops, metal stamps and forged metal products, fabrication of metal buildings, manufacture of ordnance and firearms, not including explosives, jewelry; primary metal industries including foundries, rolling and

drawing metals, casting metals, blast furnaces, smelting of metals; machinery including engines, turbines, and parts, farm, garden construction, industrial machinery, office and computing machines, manufacture and repair of refrigeration and heating equipment, equipment sales, rental, and storage; electrical equipment including electrical and electronic apparatus and components, appliances, lighting and wiring, radio, television and communications equipment, musical and recording equipment, musical and recording equipment; transportation and related industries including vehicles, aircraft, boats and parts manufacture, railroad equipment, motorcycles, bicycles, and parts, travel trailers and recreational vehicles manufacture, draying, freighting, and trucking operations, railroad yards and stations, vehicle storage and impoundment, trailer and boat storage; engineering of scientific instruments including manufacture and repair of measuring devices, watches, clocks and related items; manufacture and repair of optical goods, medical instruments, supplies and equipment, engineering, survey and drafting instruments and photography equipment; manufacture, assembly, testing and repair of components, devices, equipment and systems of an electrical, electronic, or electro-mechanical nature; manufacture of wearing apparel and accessories; mini warehouses; nurseries and garden supply; outdoor film studio; paper recycling facilities; parcel delivery services; parking lots and parking structures; public parks and public playgrounds; public utility substations and storage yards; recycling of wood, metal and construction wastes;; repair of jewelry; research and development facilities for biomedical, chemical, electronic, mechanical and other scientific purposes; research and development facilities for precision components and products; sand blasting; trailer and truck sales and rentals; vehicle and motorcycle repair; water wells and appurtenant facilities; and warehousing and distribution.

In addition, the uses conditionally permitted identified under Section 9.1.d shall include hospitals; abattoirs; above ground natural gas storage less than 6,000 gallons; acid and abrasives manufacturing; auto wrecking and junk yards; concrete batch plants; cotton ginning; disposal service operations; electric vehicle charging stations; fertilizer production, and processing organic or inorganic; gas, steam, and oil drilling operations; recycling processing facilities; processing and rendering of fats and oils; and sewerage treatment plants.

(2) The development standards for Planning Areas A-6 ,E-2, and E-4 of Specific Plan No. 303 shall be the same as those standards identified in Article XII, Section 12.4 of Ordinance No. 348 except those development standards set forth in Article XII, a, b, c(2), and k shall be deleted and replaced by the following:

- a. Lot Size. Minimum lot area shall be seven thousand (7,000) square feet with no minimum average width.
- b. Standard Setbacks.
  1. Where the front, side, or rear yard adjoins a street, the minimum setback shall be 25 feet from any public street.
  2. No minimum setback is required from any private street.
  3. Front Yard: No minimum.
  4. Rear Yard: No minimum.
  5. Side Yard: No minimum.
- c. Height Requirements. Buildings shall not exceed 50 feet unless a height up to 75 feet is approved pursuant to Article XVIII, Section 18.34. An observation tower built as part of large scale recreational use shall not exceed 70 feet in height.
- d. Lighting. All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property. Sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks, and other sporting activities, shall not be permitted.

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

j. Planning Area E-6

(1) The uses permitted in Planning Area E-6 of Specific Plan 303 shall be the same as those uses permitted in Article IX, Section 9.1 of Ordinance No. 348, except that the uses permitted pursuant to Article IX, Sections 9.1.a. (17), (23), (25), (27), (29), (32), (42), (51), (52), (61), (65), (67),

(73), (83), and (93); allowed under Sections 9.1.b. (7), (9), (10), (11.c), (13), (14), (15), (16), (18), (19), and (20); and allowed under Sections 9.1.d. (2), (4), (5), (9), (10), (12), (13), and (16) shall not be permitted.

In addition, the uses identified under Section 9.1.b as allowable with a plot plan shall include aerial services including advertising, photography and tours; aerospace/aeronautical museums; aircraft equipment sales, service, and repair; aircraft taxiways; airports; aviation equipment assembly; body and fender shops; building materials and sales yard; building movers storage yard; catering services/flight kitchens; cold storage plant; communications and microwave installations; computer and office equipment sales, service, repair and assembly; conference facilities; contractor storage yards; country clubs; dry cleaners; emergency and urgent care medical facilities; facilities related to large scale recreational uses such as a motor sports race track and facilities related thereto, including but not limited to race track, private garages, single family residential including duplex units defined as a structure with two dwelling units placed beside one another sharing a common wall, clubhouse, tuning shop, observation tower, museum, vehicle display areas, underground fuel storage and ancillary uses in support thereof; flight schools; health and exercise centers; intermodal cargo transfer terminals; libraries; industrial and manufacturing uses involving food products including beverages- including alcoholic beverages, canning and preserving of fruits and vegetables, dairy products-not including dairies, grain and bakery products, ice, meat and poultry products-including meat packing but not slaughtering, sugar and confectionary products, and wineries, distilleries, and breweries; textile products including cotton, wool, and synthetic weaving and finishing mills, wearing apparel and accessory products, knitting mills, floor covering mills, and yard and thread mills; lumber and wood products including saw and planing mills, manufacture of containers and crates, fabrication of wood building structures, lumber yards, manufacture of furniture and fixtures including cabinets, partitions, and similar items; paper products including paper and paperboard mills, manufacture of containers and boxes, paper shredding, printing and publishing of newspaper, periodicals, books, forms cards and similar items, binding of books and other publications; chemicals and related products including manufacture of organic and inorganic compounds-not including those of a hazardous nature, manufacture of drugs and pharmaceuticals, soaps, cleaners, and toiletries, manufacture of agricultural chemicals-not including pesticides and fertilizers, paints and varnishes; rubber and plastic and synthetic products including manufacture of tires and tubes, fabrication of rubber, plastics, and synthetic products; leather products including tanning and finishing of leather, manufacture of handbags, luggage, footwear, and other personal leather goods; stone clay, glass, and concrete products including stone cutting and related activities, pottery and similar items, glass blowing, pressing and cutting, glassware products, manufacture of concrete, gypsum, plaster and mineral products; metal products including manufacture of cans and containers, cutlery, tableware, hand tools and hardware, plumbing and heating items, wrought iron fabrication, manufacture and assembly of fencing, machine, welding, and blacksmith shops, metal stamps and forged metal products, fabrication of metal buildings, manufacture of ordnance and firearms, not including explosives, jewelry; primary metal industries including foundries, rolling and drawing metals, casting metals, blast furnaces, smelting of metals; machinery including engines, turbines, and parts, farm, garden construction, industrial machinery, office and computing machines, manufacture and repair of refrigeration and heating equipment, equipment sales, rental, and storage; electrical equipment including electrical and electronic apparatus and components, appliances, lighting and wiring, radio, television and communications equipment, musical and recording equipment, musical and recording equipment; transportation and related industries including vehicles, aircraft, boats and parts manufacture, railroad equipment, motorcycles, bicycles, and parts, travel trailers and recreational vehicles manufacture, draying, freighting, and trucking operations, railroad yards and stations, vehicle storage and impoundment, trailer and boat storage; engineering of scientific instruments including manufacture of wearing apparel and accessories; manufacture and repair of measuring devices, watches, clocks and related items; manufacture and repair of optical goods, medical instruments, supplies and equipment, engineering, survey and drafting instruments and photography equipment; manufacture, assembly, testing and repair of components, devices, equipment and systems of an electrical, electronic, or electro-mechanical nature; mini warehouses; nurseries and garden supply; outdoor film studio; paper recycling facilities; parcel delivery services;

parking lots and parking structures; public parks and public playgrounds; public utility substations and storage yards; recycling of wood, metal and construction wastes; repair of jewelry; research and development facilities for biomedical, chemical, electronic, mechanical and other scientific purposes; research and development facilities for precision components and products; sand blasting; trailer and truck sales and rentals; vehicle and motorcycle repair; water wells and appurtenant facilities; and warehousing and distribution.

In addition, the uses conditionally permitted identified under Section 9.1.d shall include hospitals, abattoirs; above ground natural gas storage less than 6,000 gallons; concrete batch plants; cotton ginning, disposal service operations; electric vehicle charging stations; fertilizer production, and processing organic and inorganic; gas, steam and oil drilling operations; processing and rendering of fats and oils; recycling processing facilities; and sewerage treatment plants.

(2) The development standards for Planning Area E-6 of Specific Plan No. 303 shall be the same as those standards identified in Article XII, Section 12.4 except those development standards set forth in Article XII, a, b, c(2), and k shall be deleted and replaced by the following:

a. If residential uses are located contiguous to nonresidential uses, then the following standards shall apply:

1. Lot Size. Minimum lot area shall be seven thousand (7,000) square feet with no minimum average width.

b. Standard Setbacks.

1. Where the front, side, or rear yard adjoins a street, the minimum setback shall be 25 feet from any public street.

2. No minimum setback is required from any private street.

3. Front Yard: No minimum.

4. Rear Yard: No minimum.

5. Side Yard: No minimum.

c. Building Height. Buildings shall not exceed 50 feet unless a height up to 75 feet is approved pursuant to Article XVIII, Section 18.34. An observation tower built within as part of large scale recreational use shall not exceed 70 feet in height.

d. Lighting. All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property. Sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks, and other sporting activities, shall not be permitted.

e.

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

k. Planning Areas E-5, E-7 and E-8

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

In addition, the uses identified under Section 9.1.b as allowable with a plot plan shall include aerial services including advertising, photography and tours; aerospace/aeronautical museums; aircraft equipment sales, service, and repair; aircraft taxiways; airports; aviation equipment assembly; body and fender shops; building materials and sales yard; building movers storage yard; catering services/flight kitchens; cold storage plant; communications and microwave installations; computer and office equipment sales, service, repair and assembly; conference facilities; contractor storage yards;; country clubs; dry cleaners; emergency and urgent care medical facilities; facilities related to large scale recreational uses such as a motor sports race track and facilities related thereto, including but not limited to race track, private garages, single family residential including duplex units defined as a structure with two dwelling units placed beside one another sharing a common wall, clubhouse, tuning shop, observation tower, museum, vehicle display areas,

underground fuel storage and ancillary uses in support thereof; flight schools; hardware and home improvement centers; health and exercise centers; heliports;; intermodal cargo transfer terminals; libraries; industrial and manufacturing uses involving food products including beverages, including alcoholic beverages, canning and preserving fruits and vegetables, dairy products-not including dairies, grain and bakery products, ice, meat and poultry products-including meat packing but not slaughtering, sugar and confectionary products, and wineries, distilleries, and breweries; textile products including cotton, wool, and synthetic weaving and finishing mills, wearing apparel and accessory products, knitting mills, floor covering mills, and yard and thread mills; lumber and wood products including saw and planing mills, manufacture of containers and crates, fabrication of wood building structures, lumber yards, manufacture of furniture and fixtures including cabinets, partitions, and similar items; paper products including paper and paperboard mills, manufacture of containers and boxes, paper shredding, printing and publishing of newspaper, periodicals, books, forms cards and similar items, binding of books and other publications; chemicals and related products including manufacture of organic and inorganic compounds-not including those of a hazardous nature, manufacture of drugs and pharmaceuticals, soaps, cleaners, and toiletries, manufacture of agricultural chemicals-not including pesticides and fertilizers, paints and varnishes; rubber and plastic and synthetic products including manufacture of tires and tubes, fabrication of rubber, plastics, and synthetic products; leather products including tanning and finishing of leather, manufacture of handbags, luggage, footwear, and other personal leather goods; stone clay, glass, and concrete products including stone cutting and related activities, pottery and similar items, glass blowing, pressing and cutting, glassware products, manufacture of concrete, gypsum, plaster and mineral products; metal products including manufacture of cans and containers, cutlery, tableware, hand tools and hardware, plumbing and heating items, wrought iron fabrication, manufacture and assembly of fencing, machine, welding, and blacksmith shops, metal stamps and forged metal products, fabrication of metal buildings, manufacture of ordnance and firearms, not including explosives, jewelry; primary metal industries including foundries, rolling and drawing metals, casting metals, blast furnaces, smelting of metals; machinery including engines, turbines, and parts, farm, garden construction, industrial machinery, office and computing machines, manufacture and repair of refrigeration and heating equipment, equipment sales, rental, and storage; electrical equipment including electrical and electronic apparatus and components, appliances, lighting and wiring, radio, television and communications equipment, musical and recording equipment, musical and recording equipment; transportation and related industries including vehicles, aircraft, boats and parts manufacture, railroad equipment, motorcycles, bicycles, and parts, travel trailers and recreational vehicles manufacture, draying, freighting, and trucking operations, railroad yards and stations, vehicle storage and impoundment, trailer and boat storage; engineering of scientific instruments including manufacture and repair of measuring devices, watches, clocks and related items; manufacture and repair of optical goods, medical instruments, supplies and equipment, engineering, survey and drafting instruments and photography equipment; manufacture, assembly, testing and repair of components, devices, equipment and systems of an electrical, electronic, or electro-mechanical nature; manufacture of wearing apparel and accessories; mini warehouses; nurseries and garden supply; outdoor film studio; paper recycling facilities; parcel delivery services; parking lots and parking structures; public parks and public playgrounds; public utility substations and storage yards; recycling of wood, metal and construction wastes;; repair of jewelry; research and development facilities for biomedical, chemical, electronic, mechanical and other scientific purposes; research and development facilities for precision components and products; sand blasting; trailer and truck sales and rentals; vehicle and motorcycle repair; water wells and appurtenant facilities; and warehousing and distribution.

In addition, the uses conditionally permitted identified under Section 9.1.d shall include hospitals, abattoirs; above ground natural gas storage less than 6,000 gallons; concrete batch plants; cotton ginning, disposal service operations; electric vehicle charging stations; fertilizer production, and processing organic and inorganic; gas, steam and oil drilling operations; processing and rendering of fats and oils; recycling processing facilities; and sewerage treatment plants.

(2) The development standards for Planning Areas E-5, E-7 and E-8 of Specific Plan No. 303 shall be the same as those standards identified in Article XII, Section 12.4 , except those

development standards set forth in Article XII, a, b, c(2) and k shall be deleted and replaced by the following:

- a. If residential uses are located contiguous to nonresidential uses, then the following standards shall apply:
    1. Lot Size. Minimum lot area shall be seven thousand (7,000) square feet with no minimum average width.
  - b. Standard Setbacks.
    1. Where the front, side, or rear yard adjoins a street, the minimum setback shall be 25 feet from any public street.
    2. No minimum setback is required from any private street.
    3. Front Yard: No minimum.
    4. Rear Yard: No minimum.
    5. Side Yard: No minimum.
  - c. Building Height. Buildings shall not exceed 50 feet unless a height up to 75 feet is approved pursuant to Article XVIII, Section 18.34. An observation tower built within as part of large scale recreational use shall not exceed 70 feet in height.
  - d. Lighting. All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property. Sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks, and other sporting activities, shall not be permitted.
- (3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article XII of Ordinance No. 348.

I. Planning Area M-4.

(1) The uses permitted in Planning Area M-4 of Specific Plan No. 303 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348. In addition, the permitted uses identified under Section 6.1.a. shall include government offices, courthouses, police stations, fire stations, libraries, museums, and public schools.

(2) The development standards for Planning Area M-4 of Specific Plan No. 303 shall be the same as those standards identified in Article VI, Section 6.2 of Ordinance No. 348.

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

Section 3. This ordinance shall take effect 30 days after its adoption.

Marion Ashley, Chairman of the Board

I HEREBY CERTIFY that at a regular meeting of the Board of Supervisors of said County, held on **March 24, 2015** the foregoing Ordinance consisting of three (3) sections was adopted by said Board by the following vote:

AYES: Jeffries, Tavaglione, Washington, Benoit and Ashley  
NAYS: None  
ABSENT: None

Kecia Harper-Ihem, Clerk of the Board  
By: Cecilia Gil, Board Assistant