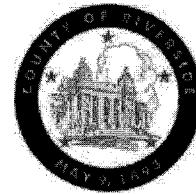


**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



**ITEM
19.3
(ID # 8284)**

FROM : TLMA-PLANNING:

MEETING DATE:
Tuesday, November 6, 2018

SUBJECT: TRANSPORTATION & LAND MANAGEMENT AGENCY/PLANNING: PUBLIC HEARING ON RESOLUTION NO. 2018-200 AMENDING SPECIFIC PLAN NO. 303, AMENDMENT NO. 4; ORDINANCE NO. 348.4897 RELATED TO CHANGE OF ZONE NO. 7952; AND RESOLUTION NO. 2018-199 ON ALUC's INCONSISTENCY DETERMINATION – Consider an Addendum (EA 43068) to certified EIR No. 396 – Applicant/Owner: Thermal Operating Company – Engineer/Representative: Webb Associates – Fourth Supervisorial District – Lower Coachella Valley Zoning District – Eastern Coachella Valley Community Area Plan: Community Development: Mixed Use (CD: MU), and Open Space-Conservation (OS-C) as reflected on the Land Use Plan for Specific Plan No. 303 – Location: Northerly of Avenue 62, southerly of Avenue 60, easterly of Tyler Street, westerly of Polk Street, located in Thermal, CA – 149 Acres – Zoning: Specific Plan (S-P) REQUEST: To create two new Planning Areas (E-2A and E-2B) and to amend the Kohl Ranch Specific Plan (SP No. 303) and Kohl Ranch Specific Plan Zoning Ordinance to create a new conditionally permitted land use allowing overnight occupancy within Racetrack Recreational Units (Founders Lots) in new Planning Areas E-2A and E-2B – APN's: Portion of 759-180-010, Portion of 759-180-014, Portion of 759-190-014, 759-180-013, 759-190-011, 759-190-013, 759-240-009 thru -018, 759-250-001 thru -29, 759-250-032 thru -040, 759-260-001 thru -038, and 759-270-001 thru -027. 4/5 vote required. [Applicant fees 100%]

RECOMMENDED MOTION: That the Board of Supervisors take the following actions:


1. ADOPT RESOLUTION NO. 2018-199, overruling the Riverside County Airport Land Use Commission Inconsistency Determination Related to Specific Plan No. 303, Amendment No. 4. If the overrule is approved by the Board of Supervisors, lots 185-201 would be subject to the review and approval of the Assistant CEO (TLMA Director) and Assistant CEO (EDA Director) for consistency with FAA design standards;

ACTION: 4/5 Vote Required

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Perez, seconded by Supervisor Jeffries and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended and that Ordinance 348.4897 is adopted with waiver of the reading.

Ayes: Jeffries, Tavaglione, Washington, Ashley and Perez
Nays: None
Absent: None
Date: November 6, 2018
xc: Planning, Co.Co., MC, COB, ALUC, Caltrans

Kecia Harper-Ihem
Clerk of the Board
By: 
Deputy

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RECOMMENDED MOTION: That the Board of Supervisors take the following actions:

2. CONSIDER ADDENDUM NO. 8 TO ENVIRONMENTAL IMPACT REPORT NO. 396, based on the findings and conclusions provided in the initial study, attached hereto, and the conclusion that all impacts were adequately analyzed pursuant to applicable legal standards in previously adopted Environmental Impact Report No. 396 and subsequent addenda, and, while some changes and/or additions are necessary, none of the conditions described in State CEQA Guidelines section 15162 exist;

3. ADOPT RESOLUTION NO. 2018-200 approving Amendment No. 4 to SP No. 303, which amends the Kohl Ranch Specific Plan to create two new Planning Areas (E-2A and E-2B) out of an existing planning area, makes minor amendments to the conditionally permitted land uses within the new planning areas, including describing a new conditionally permitted land use, and updates the land use maps, subject to the attached conditions of approval and advisory notification document and based upon the findings and conclusions incorporated in the attached staff report;

4. ADOPT ORDINANCE NO. 348.4897 related to Change of Zone No. 7952, revising the Specific Plan No. 303 Zoning Ordinance to create two new planning areas, E-2A and E-2B, out of existing Planning Area E-2 and formalizing the planning area boundaries for Planning Areas E-2, E-2A, and E-2B in Specific Plan No. 303 in the Lower Coachella Valley District as shown on Map No. 41.093 Change of Zone No. 7952, attached hereto and incorporated herein by reference.

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$ N/A	\$ N/A	\$ N/A	\$ N/A
NET COUNTY COST	\$ N/A	\$ N/A	\$ N/A	\$ N/A
SOURCE OF FUNDS: Applicant Fees 100%			Budget Adjustment: No	
			For Fiscal Year: N/A	

C.E.O. RECOMMENDATION: Approve

PROJECT DESCRIPTION:

SPECIFIC PLAN NO. 303, AMENDMENT NO. 4 proposes to amend the Kohl Ranch Specific Plan, SP No. 303, to add two new Planning Areas (E-2A and E-2B) within the existing E-2 Planning Area; to describe a new conditionally permitted land use in E-2A and E-2B, Racetrack Recreational Units; and to update the land use maps to reflect the new planning areas. The intent of the changes to the Specific Plan are to allow for overnight occupancy for identified lots within the new planning areas. The maximum number of lots under consideration for adding overnight occupancy as part of this proposal is 75 units.

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CHANGE OF ZONE NO. 7852 proposes to amend the Specific Plan Zoning Ordinance to reflect land use changes related to the Thermal Club Race Track by creating two new planning areas (E-2A and E-2B) carved out of existing planning area E-2 and to make minor changes to the uses permitted with an entitlement in Planning Areas E-2A and E-2B, including by adding Racetrack Recreational Units to the list of allowable uses. The approved SP currently allows recreational facilities with a private garage in Planning Area E-2 with applicable permits. The Zoning Ordinance will now allow limited overnight stays in the Racetrack Recreational Units in Planning Areas E-2A and E-2B. The changes to the Zoning Ordinance will also provide development standards on how these Racetrack Recreational Units may be used. The existing and proposed zoning of the proposed Project site will remain Specific Plan.

The Overrule of ALUC's inconsistency determination is a request by the applicant to have the Board of Supervisors consider overruling the December 14, 2017, inconsistency determination by ALUC in accordance with the California Public Utilities Code and based on specific findings that the overrule would not result in a safety or health hazard. If approved, the overrule would facilitate the Specific Plan Amendment and Change of Zone.

BACKGROUND:

SP No. 303 was originally approved in 1999. It was subsequently granted Fast Track status by the Economic Development Agency (EDA) on June 21, 2011. Three amendments to SP No. 303 have previously been approved, on January 28, 2003, June 7, 2011, and March 24, 2015.

On October 3, 2017, Thermal Operating Company, LLC, submitted an application to amend the text of Kohl Ranch Specific Plan - SP303 (Specific Plan) to allow Overnight Occupancy within Racetrack Recreational units (Founders Lots) located in Planning Area E-2. The Specific Plan Amendment (Amendment) proposed to allow overnight occupancy within the Founders Lots which were not previously approved for such use. The project, as proposed in the application, referenced the proposed overnight occupancy for a total of 111 units.

On December 14, 2017, the proposed project was heard by Riverside County Airport Land Use Commission (ALUC). ALUC found the proposed project inconsistent based on the proposed project's exceeding the residential intensity criteria for Jacqueline Cochran Regional Airport Compatibility Zone C (Compatibility Zone C). Of the 250 Founders Lots, 152 are located wholly or primarily within Compatibility Zone C as depicted on Attachment A of this report. The remaining Founders Lots are located primarily in Compatibility Zone D as depicted on Attachment A of this report.

The Riverside County Airport Land Use Compatibility Plan Policy Document (ALUCP) describes Compatibility Zone C as an extended approach/departure zone where aircrafts are typically below 1,000 feet altitude on arrival. The ALUCP describes Compatibility Zone D as a primary traffic pattern zone for the airport where aircraft on instrument approaches are below 1,000 feet. The risk level for Compatibility Zone C has been determined to be moderate, while the risk level for Compatibility Zone D has been determined to be low.

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Figure 2: Project Land Use Map

The applicant is proposing to amend the Specific Plan and its Zoning Ordinance by creating two new planning areas, E-2A and E-2B, out of part of existing Planning Area E-2 and making minor amendments to the conditionally permitted uses in the new planning areas, including adding a new conditionally permitted land use within these newly defined areas called Racetrack Recreational Units. The approved SP currently allows, with an appropriate permit, recreational facilities with a private garage in Planning Area E-2. The proposed project would create a new use only for Planning Areas E-2A and E-2B called Racetrack Recreational Units that is similar to the recreational facilities with a private garage currently allowed with a permit in Planning Area E-2, but that would also allow limited overnight stays. The applicant would be required to amend the existing Covenants, Conditions, and Restrictions (CC&R's) to enforce a number of limitations related to the overnight occupancy limitations on these units, including restricting them to intermittent use. Since the use is proposed and conditioned to be intermittent, the applicant contends that it is not a typical residential use and should not be considered a residential unit for the purposes of calculating allowed density within the Jaqueline Cochran Regional Airport Compatibility Zones.

On January 8, 2015, ALUC considered Specific Plan No. 303, Amendment No. 3 and allocated the applicant's allowable share of dwelling units in Compatibility Zone C, under ALUCP, Table 2A, to one dwelling unit per five acres or 39 total dwelling units. At this meeting, ALUC determined

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that any additional density would exceed the allowance for dwelling units within Compatibility Zone C, and therefore in 2017, found Amendment No. 4 to SP No. 303 inconsistent with the ALUCP.

Following the 2017 ALUC inconsistency determination, staff from Economic Development Agency (EDA), which oversees the operation of the Jacqueline Cochran Regional Airport, and TLMA met with the applicant to further review and refine areas that may be more appropriate for the expanded use of overnight occupancy. Based on staff's review of the proposal, there are a series of lots (Lots 91-184) located on the edge of Compatibility Zone C, directly adjacent to Compatibility Zone D, in Planning Area E-2A, in the northeasterly portion of the planning area, along Watkins Glen Drive, Monaco Way, Imola Drive, and the easterly portion of Laguna Seca Lane that could be considered for overnight occupancy. The County, through the EDA, recently launched a review and update of the Airport Layout Plan for Jacqueline Cochran Regional Airport, which includes modifications needed to comply with the latest Federal Aviation Administration (FAA) design standards. This review will provide information to better determine the risk factors and appropriateness of allowing overnight stays in the southwesterly portion of the planning area, along Monza Street and the westerly portions of Laguna Seca Lane (Lots 185-201). Staff has added a condition of approval that will require these lots to be subject to further review and approval of the Assistant CEO (TLMA Director) and Assistant CEO (EDA Director). The 35 lots (lots 149-184) directly adjacent to Compatibility Zone A originally proposed for overnight occupancy would remain restricted from overnight occupancy. This revision of the project scope reduced the proposal for overnight occupancy from 111 lots that were reviewed by ALUC, to 75 lots. The proposal for 75 lots to be considered for overnight occupancy was included as option for the Board of Supervisors to consider at its March 27, 2018 meeting.

On March 27, 2018, the Board of Supervisors, as item 18.3, unanimously directed the Planning Department and County Counsel to prepare findings and conclusions pursuant to Public Utilities Code Section 21676.5 to allow the County of Riverside to overrule ALUC's inconsistency determination related to a portion of the Founder's Lots totaling up to a maximum of 75 units (instead of the originally proposed 111), to circulate such findings to ALUC and the California Department of Transportation, Division of Aeronautics for comments, and to schedule SPECIFIC PLAN No. 303, AMENDMENT No. 4 for a new public hearing before the Board of Supervisors.

On May 3, 2018, Planning Staff circulated proposed findings to overrule ALUC'S inconsistency determination to the California Department of Transportation, Division of Aeronautics and ALUC for comments (Attachment C). This initiated the beginning of the 30-day comment period that concluded on June 4, 2018.

On May 23, 2018, the California Department of Transportation Agency, Division of Aeronautics – M.S. #40, provided a comment letter (Attachment E) on the proposed overrule, making their determination that the circulated findings are insufficient to warrant the proposed overrule. Specifically stating that the findings are not consistent with the purposes of the statutes set forth in the California Public Utilities Code Section 21670 for addressing public health, safety, and welfare concerns.

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On June 4, 2018, ALUC provided a comment letter (Attachment F) on the proposed overrule, raising an additional concern if the Board of Supervisor's approved an overrule. The concern identified pertained to nighttime noise impacts from the airport, since the track and the associated noise exception would not operate in the dark.

On July 9, 2018, Rutan and Tucker, LLP, on behalf of the applicant, provided response letters (Attachment G) to the California Department of Transportation Agency, Division of Aeronautics and ALUC providing additional evidence to support the overrule of ALUC's inconsistency determination. Staff concurs with the position and supporting evidence provided in this letter.

Summary

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

Impact on Residents and Businesses

All potential project impacts have been studied under CEQA and have been noticed to the public pursuant to the requirements of the County.

Additional Fiscal Information

All fees associated with the proposal shall be paid by the applicant. There is no General Fund Obligation.

ATTACHMENTS: (if any, in this order):

- ATTACHMENT A. Resolution No. 2018-199 – Specific Findings to Overrule ALUC's Inconsistency Determination**
- ATTACHMENT A1. Resolution No. 2018-200 – Approval of Specific Plan No. 303, Amendment No. 4**
- ATTACHMENT B. Staff Report**
- ATTACHMENT C. December 14, 2017 ALUC Decision Letter (Dated December 28, 2018)**
- ATTACHMENT D. California Department of Transportation Agency, Division of Aeronautics Comment Letter (May 23, 2018)**
- ATTACHMENT E. ALUC's Comment Letter (June 4, 2018)**
- ATTACHMENT F. Rutan & Tucker, LLP, Response Letter (July 9, 2018)**
- ATTACHMENT G. Proposed Covenants, Conditions, and Restrictions**

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Scott Bruckner 10/31/2018

ORDINANCE NO. 348.4897

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 4.1 of Ordinance No. 348, and Official Zoning Plan Map No. 41.093, 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. 41.093, Change of Zone Case No. 7952," 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.

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

2 (1) The uses permitted in Planning Areas A-1, A-3, A-7, E-1, and E-3 of Specific Plan
3 No. 303 shall be the same as those uses permitted in Article VIIIe, Section 8.100 of
4 Ordinance No. 348 except that the uses permitted pursuant to Section 8.100.b.(1)
5 shall not be permitted. In addition, the permitted uses identified under Section
6 8.100.a. shall include public parks; community centers; facilities related to large
7 scale recreational uses such as a motor sports race track and facilities related thereto,
8 including but not limited to race track, private garages, clubhouse, tuning shop,
9 observation tower, museum, vehicle display areas and ancillary uses in support
10 thereof; and when the gross area of a lot is twenty (20) acres or greater, the uses
11 identified under Article XIII, Section 13.1.b. of Ordinance No. 348 shall also be
12 included.

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

16 (3) If Planning Areas A-1, A-3, A-7, E-1, and E-3 are developed with large scale
17 recreational uses such as a motor sports race track and facilities related thereto, the
18 development standards shall be the same as those identified in Article VIIIe., Section
19 8.101 of Ordinance No. 348 except that the following development standards shall
20 also apply:

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

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

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

25 c. Planning Areas A-2.

26 (1) The permitted uses in Planning Areas A-2 of Specific Plan No. 303 shall be the same
27 as those permitted in Article IX, Section 9.1 of Ordinance No. 348, except that the
28 uses permitted pursuant to Sections 9.1.a. (17), (23), (25), (27), (29), (32), (42), (51),

1 (52), (61), (65), (67), (73), and (93); Sections 9.1.b. (7), (9), (11)a., (18), (19), and
2 (20); and Sections 9.1.d. (4), (5), (7), (10), (11), (12) and (13) shall not be permitted.

3 In addition, the permitted uses identified under Section 9.1.a. shall include aviation
4 equipment assembly; communication equipment and microwave sales and
5 installation; computer and office equipment sales, service, repair and assembly;
6 conference facilities; country clubs, manufacture of dairy products, not including
7 dairies; emergency and urgent care medical facilities; libraries; manufacture of grain
8 and bakery products; health and exercise centers; hospitals; ice houses; jewelry
9 manufacture and repair; manufacture of wearing apparel and accessories;
10 manufacture and repair of measuring devices, watches, clocks and related items;
11 manufacture and repair of optical goods, medical instruments, supplies and
12 equipment, engineering, survey and drafting instruments and photography
13 equipment; manufacture of handbags, luggage, footwear, and other personal leather
14 goods; manufacture of cutlery, tableware, hand tools and hardware; manufacture of
15 plumbing and heating items; vehicle storage and impoundment; manufacture of
16 office and computing machines; manufacture, assembly, testing and repair of
17 components, devices, equipment and systems of an electrical, electronic, or electro-
18 mechanical nature; manufacture of non-alcoholic beverages; manufacture of
19 confectionery products; manufacture and repair of refrigeration and heating
20 equipment; printing of periodicals, books, forms, cards and similar items; public
21 parks and public playgrounds; golf courses; religious institutions; facilities for
22 research and development of precision components and products; and water wells
23 and appurtenant facilities.

24 In addition, the permitted uses identified under Section 9.1.b. shall include aerial
25 service businesses including advertising, photography and tours;
26 aerospace/aeronautical museums; aircraft equipment sales, service and repair;
27 contractor storage yards; flight schools; intermodal cargo transfer facilities;
28 manufacture of furniture and fixtures, including cabinets, partitions and similar

1 small items; manufacture of bicycles; parcel delivery services; warehousing and
2 distribution; facilities related to large scale recreational uses such as golf courses
3 and a motor sports race track and facilities related thereto, including but not limited
4 to race track, private garages, clubhouse, tuning shop, observation tower, museum,
5 vehicle display areas and ancillary uses in support thereof; and when the gross area
6 of a lot is twenty (20) acres or greater, the uses identified under Article XIII, Section
7 13.1.b. of Ordinance No. 348 shall be included.

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

16 (2) The development standards for Planning Areas A-2 of Specific Plan No. 303 shall
17 be the same as those standards identified in Article IX, Section 9.4 of Ordinance No.
18 348 except that sports lighting, consisting of exterior nighttime lighting for
19 ballfields, racetracks and other sporting activities, shall not be permitted.

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

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

23 (1) The uses permitted in Planning Areas C-6, G-8, H-8 and L-1 of Specific Plan No.
24 303 shall be the same as those uses permitted in Article VII, Section 7.1 of Ordinance
25 No. 348, except that the uses permitted pursuant to Section 7.1.a.(3), (4) and (10);
26 Section 7.1.b(9); and Section 7.1.c(1) shall not be permitted.

27 In addition, the permitted uses identified under Section 7.1.b. shall include two
28 family dwellings developed pursuant to Subsections AA. through DD. of this

1 section; lakes, including those used for aesthetics, detention, recreation, water
2 skiing, and non-potable irrigation water and noncommercial fishing; water wells and
3 appurtenant facilities; and when the gross area of a lot is twenty (20) acres or greater,
4 the uses identified under Article XIII, Section 13.1.a. and b. of Ordinance No. 348
5 shall also be included, except that the uses permitted pursuant to Section 13.1.a.(15)
6 shall not be permitted.

7 (2) The development standards for Planning Areas C-6, G-8, H-8 and L-1 of Specific
8 Plan No. 303 shall be the same as those standards identified in Article VII, Sections
9 7.2 through 7.11 except that the development standards set forth in Sections 7.3,
10 7.4, 7.5, 7.6, and 7.10 shall be deleted and replaced by the following:

- 11 A. Lot area shall be not less than four thousand (4,000) square feet, unless
12 cluster development subject to the development standards set forth in
13 subsections AA. through DD. of this section is utilized. The minimum lot
14 area shall be determined by excluding that portion of a lot that is used solely
15 for access to the portion of a lot used as building site.
- 16 B. The front yard shall be not less than 16 feet, measured from the existing
17 street line or from any future street line as shown on any Specific Plan of
18 Highways, whichever is nearer the proposed structure.
- 19 C. The minimum average width of that portion of a lot to be used as a building
20 site shall be forty feet (40'), with a minimum average depth of one hundred
21 feet (100') unless cluster development subject to the development standards
22 set forth in subsections AA. through DD. of this section is utilized. "Flag"
23 lots shall not be permitted.
- 24 D. The minimum frontage of a lot shall be forty feet (40') except that lots
25 fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty
26 feet (30') unless cluster development subject to the development standards
27 set forth in subsections AA. through DD. of this section is utilized. Lot
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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.

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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

1 aesthetics, detention, recreation, water skiing, and non-potable irrigation water and
2 non-commercial fishing; water wells and appurtenant facilities; and when the gross
3 area of a lot is twenty (20) acres or greater, the uses identified under Article XIII,
4 Section 13.1.b. of Ordinance No. 348 shall also be included.

5 (2) The development standards for Planning Areas B-1, B-2, B-5, B-6, C-2, C-4, C-8,
6 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.
7 303 shall be the same as those standards identified in Article VII, Sections 7.2
8 through 7.11, except that the development standards set forth in Sections 7.3, 7.5,
9 7.6, and 7.11 shall be deleted and replaced by the following:

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

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

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

26 D. Side yards on interior and through lots shall be not less than ten percent
27 (10%) of the width of the lot, but not less than three feet (3') in width in any
28 event, and need not exceed a width of five feet (5') unless cluster

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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.

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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.

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

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

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

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

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

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

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

22 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,
23 I-11, J-1, J-4, M-1A, M-1B, M-1C, M-5A, M-5B, M-6A, M-6B, and M-7A.

24 (1) The uses permitted in Planning Areas B-3, C-1, F-2, G-5, G-10, G-11, G-13, H-9, I-
25 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-
26 6A, M-6B, and M-7A of Specific Plan No. 303 shall be the same as those uses
27 permitted in Article VI, Section 6.1 of Ordinance No. 348, except that the uses
28 permitted pursuant to Section 6.1.b(5); and Section 6.1.c(1). shall not be permitted.

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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

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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

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(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

1 the uses permitted pursuant to Section 12.2.c. (3), (7), (11) and (12); Section 12.2.d.;
2 Section 12.2.e., 12.2.f. and 12.2.g. shall not be permitted. In addition, the permitted
3 uses identified under Section 12.2.b. shall include water wells and appurtenant
4 facilities, facilities related to large scale recreational uses such as golf courses and a
5 motor sports race track and facilities related thereto, including but not limited to race
6 track, private garages, clubhouse, tuning shop, observation tower, museum, vehicle
7 display areas, underground fuel storage and ancillary uses in support thereof; and
8 when the gross acre of a lot is twenty (20) acres or greater, the uses identified under
9 Article XIII, Section 13.1.a. and b. of Ordinance No. 348 shall also be included,
10 except that the uses permitted pursuant to Section 13.1.a.(15) shall not be permitted.
11 In addition, the permitted uses identified under Section 12.2.b shall include aerial
12 services including advertising, photography and tours; aerospace/aeronautical
13 museums; aircraft taxiways; catering services/flight kitchens; conference facilities;
14 golf courses and appurtenant facilities; convenience stores; dry cleaners; flight
15 schools; hospitals; hotels and motels; intermodal cargo transfer terminals; research
16 and development facilities for biomedical, chemical, electronic, mechanical and
17 other scientific purposes; paper recycling facilities; parcel delivery services; and
18 rental car agencies including the storage of rental cars.

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

- 24 (2) The development standards for Planning Area A-4 of Specific Plan No. 303 shall be
25 the same as those standards identified in Article XII, Section 12.4 of Ordinance
26 No.348, provided however that Article XII, Section 12,4(b)(3) shall apply only to
27 setbacks calculated from public streets. Article XII, Section 12.4.a. is modified to
28 provide that the minimum lot area shall be seven thousand (7,000) square feet with

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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 No. 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); permitted under Sections 9.1.b. (7), (9), (10), (11.c), (13), (14), (15), (16), (18), (19), and (20); and permitted 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 permitted uses allowed under Section 9.1.b 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

1 storage and ancillary uses in support thereof; flight schools; hardware and home
2 improvement centers; health and exercise centers; heliports; intermodal cargo
3 transfer terminals; libraries –except within Airport Land Use Compatibility Zone C;
4 industrial and manufacturing uses involving food products including beverages,
5 including alcoholic beverages, canning and preserving fruits and vegetables, dairy
6 products-not including dairies, grain and bakery products, ice, meat and poultry
7 products-including meat packing but not slaughtering, sugar and confectionary
8 products, and wineries, distilleries, and breweries; textile products including cotton,
9 wool, and synthetic weaving and finishing mills, wearing apparel and accessory
10 products, knitting mills, floor covering mills, and yard and thread mills; lumber and
11 wood products including saw and planing mills, manufacture of containers and
12 creates, fabrication of wood building structures, lumber yards, manufacture of
13 furniture and fixtures including cabinets, partitions, and similar items; paper
14 products including paper and paperboard mills, manufacture of containers and
15 boxes, paper shredding, printing and publishing of newspaper, periodicals, books,
16 forms cards and similar items, binding of books and other publications; chemicals
17 and related products including manufacture of organic and inorganic compounds-
18 not including those of a hazardous nature, manufacture of drugs and
19 pharmaceuticals, soaps, cleaners, and toiletries, manufacture of agricultural
20 chemicals-not including pesticides and fertilizers, paints and varnishes; rubber and
21 plastic and synthetic products including manufacture of tires and tubes, fabrication
22 of rubber, plastics, and synthetic products; leather products including tanning and
23 finishing of leather, manufacture of handbags, luggage, footwear, and other personal
24 leather goods; stone clay, glass, and concrete products including stone cutting and
25 related activities, pottery and similar items, glass blowing, pressing and cutting,
26 glassware products, manufacture of concrete, gypsum, plaster and mineral products;
27 metal products including manufacture of cans and containers, cutlery, tableware,
28 hand tools and hardware, plumbing and heating items, wrought iron fabrication,

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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

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and motorcycle repair; water wells and appurtenant facilities; and warehousing and distribution.

In addition, the permitted uses allowed 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,

1 loading, unloading and similar areas, shall be focused, directed, and
2 arranged to prevent glare or direct illumination on streets or adjoining
3 property. Sports lighting, consisting of exterior nighttime lighting for
4 ballfields, racetracks, and other sporting activities, shall not be permitted.

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

7 j. Planning Area E-2A and E-2B

- 8 (1) The uses permitted in Planning Areas E-2A and E-2B of Specific Plan No. 303 shall
9 be the same as those uses permitted in Article IX, Section 9.1.a of Ordinance No.
10 348, except that the uses permitted pursuant to Article IX, Sections 9.1.a. (17), (23),
11 (25), (27), (29), (32), (35), (42), (51), (52), (61), (65), (67), (72), (73), (83), (93) and
12 (96); Sections 9.1.B. (7), (9), (10), (11.a.) (11.b), (11.c), (13), (14), (15), (16), (18),
13 (19), and (20); Sections 9.1.D. (2), (4), (5), (9), (10), (11), (12), (13), and (16); and
14 Sections 9.1.f.1.e. shall not be permitted.

15 In addition, the permitted uses allowed under Section 9.1.b. shall include aerial
16 services including advertising, photography and tours; aerospace/aeronautical
17 museums; aircraft equipment sales, service, and repair; aircraft taxiways; airports;
18 aviation equipment assembly; building materials and sales yard; building movers
19 storage yard; catering services/flight kitchens; cold storage plant; communications
20 and microwave installations; computer and office equipment sales, service, repair
21 and assembly; contractor storage yards; country clubs; dry cleaners; emergency and
22 urgent care medical facilities; facilities related to large scale recreational uses such
23 as a motor sports race track and facilities related thereto, including but not limited
24 to a race track, racetrack recreational units, private garages, clubhouse, tuning shop,
25 observation tower, museum, vehicle display areas; flight schools; hardware and
26 home improvement centers; health and exercise centers; intermodal cargo transfer
27 terminals; industrial and manufacturing uses involving food products including
28 beverages, including alcoholic beverages, canning and preserving fruits and

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vegetables, dairy products-not including dairies, grain and bakery products, ice, meat and poultry products-including meat packing but not slaughtering, and sugar and confectionary products; 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 planning 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

1 computing machines, manufacture and repair of refrigeration and heating
2 equipment, equipment sales, rental, and storage; electrical equipment including
3 electrical and electronic apparatus and components, appliances, lighting and wiring,
4 radio, television and communications equipment, musical and recording equipment,
5 musical and recording equipment; transportation and related industries including
6 vehicles, aircraft, boats and parts manufacture, railroad equipment, motorcycles,
7 bicycles, and parts, travel trailers and recreational vehicles manufacture, draying,
8 freighting, and trucking operations, railroad yards and stations, vehicle storage and
9 impoundment, trailer and boat storage; engineering of scientific instruments
10 including manufacture and repair of measuring devices, watches, clocks and related
11 items; manufacture and repair of optical goods, medical instruments, supplies and
12 equipment, engineering, survey and drafting instruments and photography
13 equipment; manufacture, assembly, testing and repair of components, devices,
14 equipment and systems of an electrical, electronic, or electro-mechanical nature;
15 manufacture of wearing apparel and accessories; mini warehouses; outdoor film
16 studio; paper recycling facilities; parcel delivery services; parking lots and parking
17 structures; public parks and public playgrounds; public utility substations and
18 storage yards; recycling of wood, metal and construction wastes; repair of jewelry;
19 research and development facilities for biomedical, chemical, electronic, mechanical
20 and other scientific purposes; research and development facilities for precision
21 components and products; sand blasting; vehicle and motorcycle repair; water wells
22 and appurtenant facilities; and warehousing and distribution.

- 23 (2) The development standards for all uses in Planning Areas E-2A and E-2B of Specific
24 Plan No. 303 except racetrack recreational units shall be the same as those standards
25 identified in Article XII, Section 12.4 of Ordinance No. 348, except those
26 development standards set forth in a., b., c.2., c.3., and k. shall be deleted and
27 replaced by the following:
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- 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 public street, the minimum setback shall be 25 feet from the property line.
 - 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 Ordinance No. 348 Article XVIII, Section 18.34. An observation tower built as part of a large scale recreational use shall not exceed 70 feet in height. All other proposed structures over 70 feet tall must undergo appropriate airspace review. Buildings shall not exceed three (3) aboveground habitable floors.
- 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) The development standards in Planning Areas E-2A and E-2B of Specific Plan No. 303 for racetrack recreational units 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 a, b, c.2., c.3., and k shall be deleted and replaced by the following:

- a. Lot Size. Minimum lot area shall be seven thousand (7,000) square feet.
- b. Standard Setbacks.
 - 1. No minimum setback is required from any private street.

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2. Front yard setback shall be a minimum of thirty feet (30').

3. Rear Yard: no minimum.

4. Side yard setback shall be a minimum of five feet (5').

c. Height Requirements. Buildings shall not exceed 50 feet unless a height up to 75 feet is approved pursuant to Ordinance No. 348 Article XVIII, Section 18.34. An observation tower built as part of large scale recreational use shall not exceed 70 feet in height. All proposed structures over 70 feet tall must undergo appropriate airspace review. Buildings shall not exceed three (3) aboveground habitable floors.

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.

In addition, the following development standards shall also apply:

e. Structures shall provide vehicle storage area on the ground floor of structure.

f. Vehicular and pedestrian access shall be from common access areas or corridors.

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

k. Planning Area E-6

(1) The uses permitted in Planning Area E-6 of Specific Plan No. 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

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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 planning 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

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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

1 impoundment, trailer and boat storage; engineering of scientific instruments
2 including manufacture of wearing apparel and accessories; manufacture and repair
3 of measuring devices, watches, clocks and related items; manufacture and repair of
4 optical goods, medical instruments, supplies and equipment, engineering, survey
5 and drafting instruments and photography equipment; manufacture, assembly,
6 testing and repair of components, devices, equipment and systems of an electrical,
7 electronic, or electro-mechanical nature; mini warehouses; nurseries and garden
8 supply; outdoor film studio; paper recycling facilities; parcel delivery services;
9 parking lots and parking structures; public parks and public playgrounds; public
10 utility substations and storage yards; recycling of wood, metal and construction
11 wastes; repair of jewelry; research and development facilities for biomedical,
12 chemical, electronic, mechanical and other scientific purposes; research and
13 development facilities for precision components and products; sand blasting; trailer
14 and truck sales and rentals; vehicle and motorcycle repair; water wells and
15 appurtenant facilities; and warehousing and distribution.

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

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

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

1. 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 No. 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),

1 (11.c), (13), (14), (15), (16), (18), (19), and (20); and Sections 9.1.d. (2), (4), (5),
2 (9), (10), (12), (13), and (16) shall not be permitted.

3 In addition, the uses identified under Section 9.1.b as allowable with a plot plan shall
4 include aerial services including advertising, photography and tours;
5 aerospace/aeronautical museums; aircraft equipment sales, service, and repair;
6 aircraft taxiways; airports; aviation equipment assembly; body and fender shops;
7 building materials and sales yard; building movers storage yard; catering
8 services/flight kitchens; cold storage plant; communications and microwave
9 installations; computer and office equipment sales, service, repair and assembly;
10 conference facilities; contractor storage yards; country clubs; dry cleaners;
11 emergency and urgent care medical facilities; facilities related to large scale
12 recreational uses such as a motor sports race track and facilities related thereto,
13 including but not limited to race track, private garages, single family residential
14 including duplex units defined as a structure with two dwelling units placed beside
15 one another sharing a common wall, clubhouse, tuning shop, observation tower,
16 museum, vehicle display areas, underground fuel storage and ancillary uses in
17 support thereof; flight schools; hardware and home improvement centers; health and
18 exercise centers; heliports; intermodal cargo transfer terminals; libraries; industrial
19 and manufacturing uses involving food products including beverages, including
20 alcoholic beverages, canning and preserving fruits and vegetables, dairy products-
21 not including dairies, grain and bakery products, ice, meat and poultry products-
22 including meat packing but not slaughtering, sugar and confectionary products, and
23 wineries, distilleries, and breweries; textile products including cotton, wool, and
24 synthetic weaving and finishing mills, wearing apparel and accessory products,
25 knitting mills, floor covering mills, and yard and thread mills; lumber and wood
26 products including saw and planing mills, manufacture of containers and crates,
27 fabrication of wood building structures, lumber yards, manufacture of furniture and
28 fixtures including cabinets, partitions, and similar items; paper products including

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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

1 stations, vehicle storage and impoundment, trailer and boat storage; engineering of
2 scientific instruments including manufacture and repair of measuring devices,
3 watches, clocks and related items; manufacture and repair of optical goods, medical
4 instruments, supplies and equipment, engineering, survey and drafting instruments
5 and photography equipment; manufacture, assembly, testing and repair of
6 components, devices, equipment and systems of an electrical, electronic, or electro-
7 mechanical nature; manufacture of wearing apparel and accessories; mini
8 warehouses; nurseries and garden supply; outdoor film studio; paper recycling
9 facilities; parcel delivery services; parking lots and parking structures; public parks
10 and public playgrounds; public utility substations and storage yards; recycling of
11 wood, metal and construction wastes;; repair of jewelry; research and development
12 facilities for biomedical, chemical, electronic, mechanical and other scientific
13 purposes; research and development facilities for precision components and
14 products; sand blasting; trailer and truck sales and rentals; vehicle and motorcycle
15 repair; water wells and appurtenant facilities; and warehousing and distribution.

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

22 (2) The development standards for Planning Areas E-5, E-7 and E-8 of Specific Plan
23 No. 303 shall be the same as those standards identified in Article XII, Section 12.4,
24 except those development standards set forth in Article XII, a, b, c(2) and k shall be
25 deleted and replaced by the following:

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

m. Planning Area M-4.

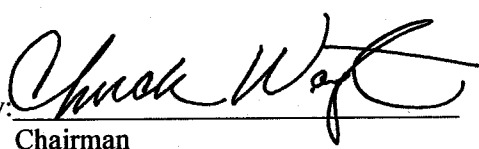
(1) The uses permitted in Planning Area M-4 of Specific Plan No. 303 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348. In addition, the permitted uses identified under Section 6.1.a. shall include government offices, courthouses, police stations, fire stations,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

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- (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.

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

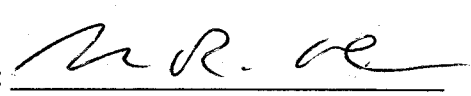
By: 
Chairman

ATTEST:

KECIA HARPER-IHEM
Clerk of the Board

By: 
Deputy

APPROVED AS TO FORM:
October 29, 2018

By: 
MELISSA R. CUSHMAN
Deputy County Counsel

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STATE OF CALIFORNIA)
)
COUNTY OF RIVERSIDE) SS

I HEREBY CERTIFY that at a regular meeting of the Board of Supervisors of said county held on November 6, 2018, the foregoing ordinance consisting of 3 Sections was adopted by the following vote:

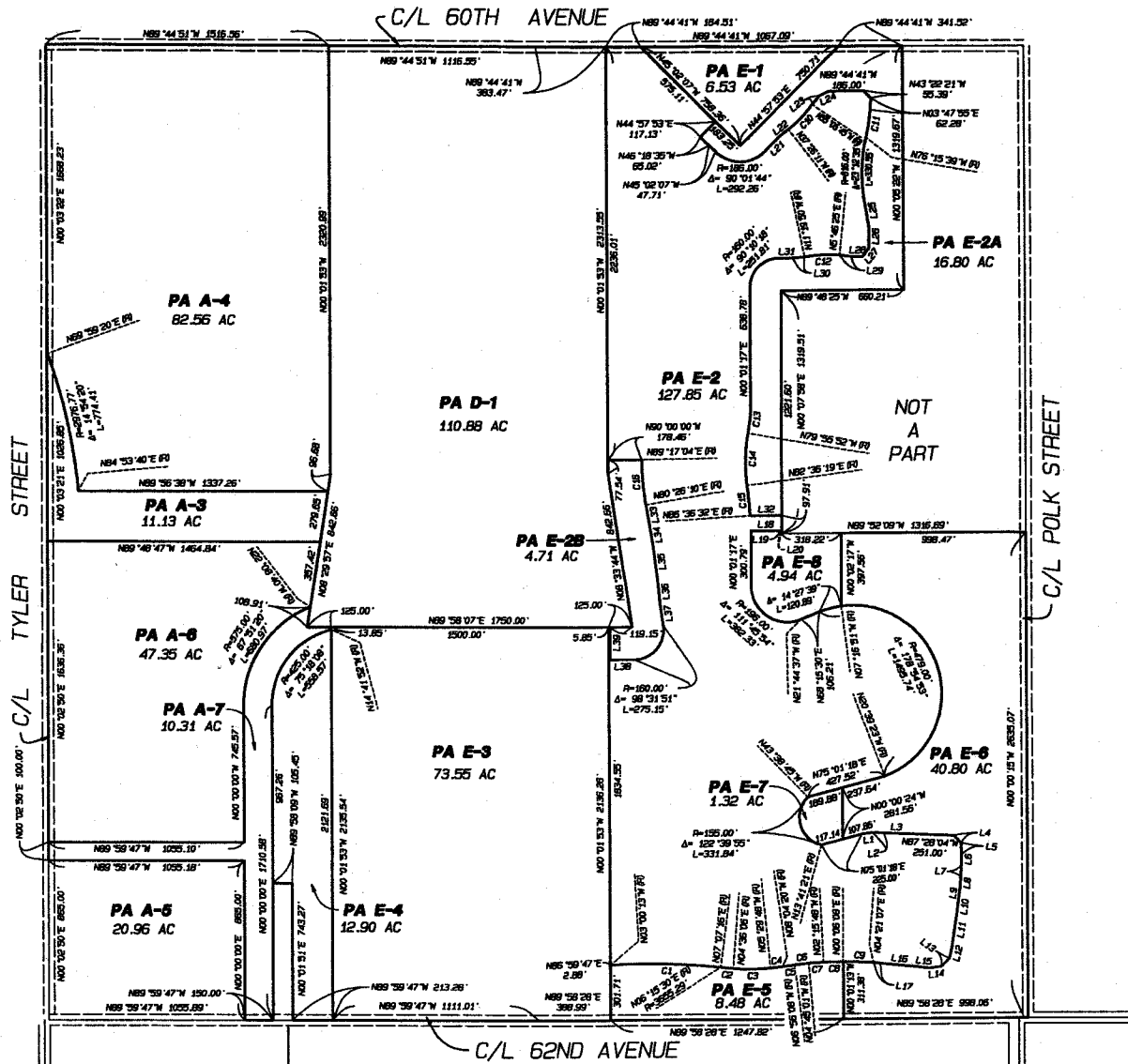
AYES: Jeffries, Tavaglione, Washington, Ashley and Perez
NAYS: None
ABSENT: None

DATE: November 6, 2018

KECIA HARPER-IHEM
Clerk of the Board

BY: 
Deputy

SEAL



CURVE	RADIUS	DELTA	LENGTH
C1	309.29	9°18'43"	590.89
C2	1201.51	3°06'52"	65.32
C3	1136.27	10°08'54"	200.27
C4	1244.00	3°00'50"	65.44
C5	2459.91	2°30'18"	65.59
C6	1979.09	2°11'01"	75.39
C7	2589.74	2°58'02"	79.92
C8	2246.22	2°40'39"	105.17
C9	2206.42	4°14'39"	163.86
C10	636.71	17°33'34"	186.79
C11	894.00	9°58'28"	163.37
C12	636.00	17°06'19"	189.86
C13	864.00	10°02'51"	151.51
C14	936.00	17°27'49"	289.29
C15	2894.00	4°02'13"	155.19
C16	3514.00	3°50'54"	246.25

LINE	BEARING	DISTANCE
L1	N89°27'30"E	57.86
L2	N87°28'04"W	62.00
L3	N87°28'04"W	127.00
L4	N43°20'28"E	54.71
L5	N03°10'25"E	62.00
L6	N00°49'08"E	61.99
L7	N03°11'44"E	62.00
L8	N02°14'47"E	63.00
L9	N05°57'50"E	62.00
L10	N07°58'02"E	65.00
L11	N07°58'02"E	189.00
L12	N13°10'25"E	62.65
L13	N45°34'03"E	63.12
L14	N63°25'28"E	70.37
L15	N63°44'28"W	69.39
L16	N63°47'18"W	106.13
L17	N63°44'33"W	35.65
L18	N69°58'43"W	105.34
L19	N01°07'14"W	15.04
L20	N89°33'04"E	9.77
L21	N44°38'00"E	110.04

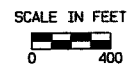
LINE	BEARING	DISTANCE
L22	N51°28'23"E	62.40
L23	N41°00'14"E	62.23
L24	N63°20'12"E	55.00
L25	N69°29'14"W	145.75
L26	N00°01'17"E	62.00
L27	N57°28'43"E	55.14
L28	N69°48'25"W	62.00
L29	N69°23'32"W	61.99
L30	N69°11'38"E	62.15
L31	N69°48'25"W	72.00
L32	N69°28'43"W	169.79
L33	N69°33'50"W	67.48
L34	N69°48'19"W	65.79
L35	N07°23'28"E	193.04
L36	N08°33'58"W	130.10
L37	N08°33'44"W	112.80
L38	N69°38'07"E	125.33
L39	N00°00'00"E	176.00

SP ZONE

SPECIFIC PLAN (SP303 A4)

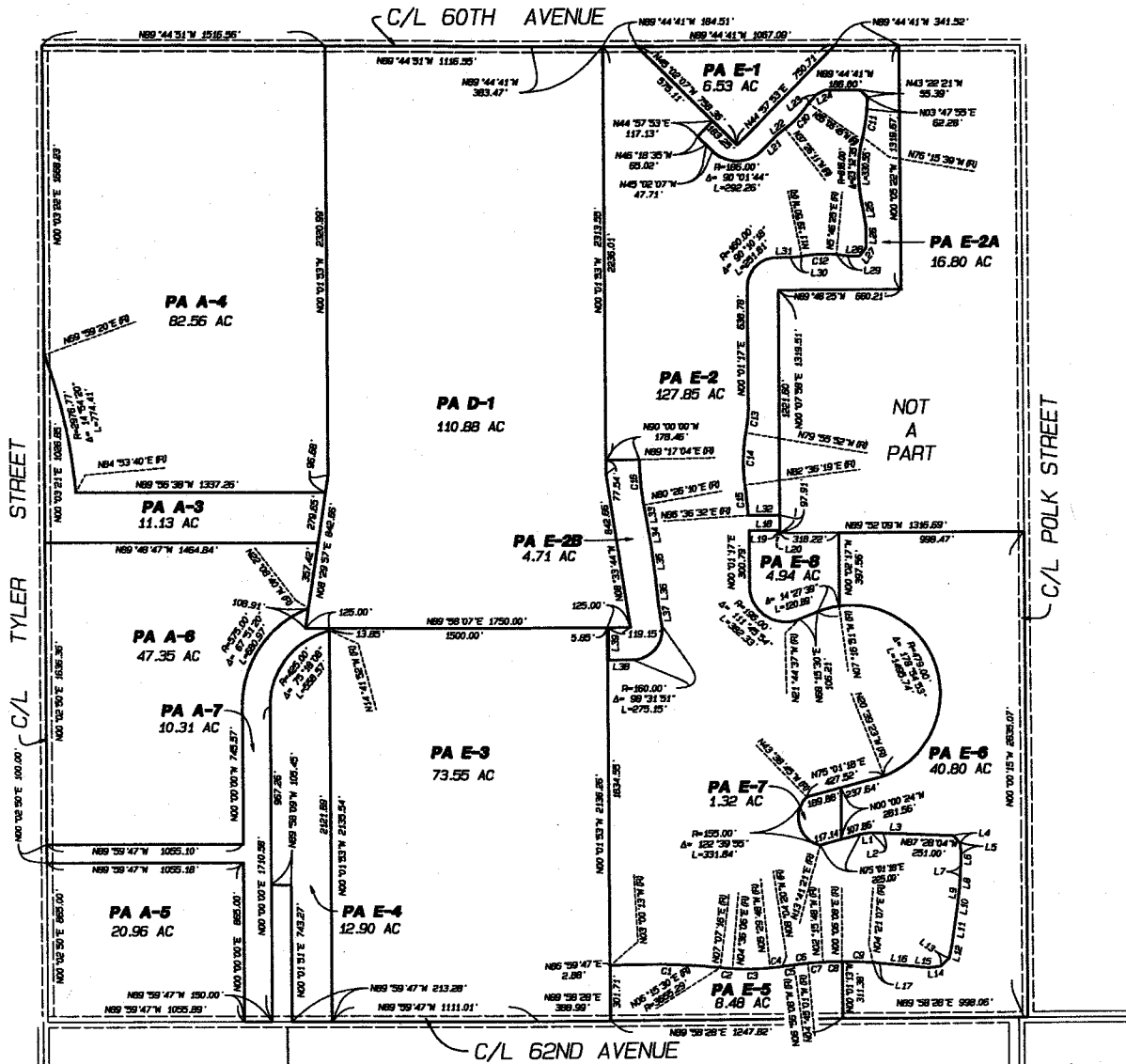
MAP NO. 41.093

CHANGE OF OFFICIAL ZONING PLAN
 LOWER COACHELLA VALLEY DISTRICT



CHANGE OF ZONE CASE NO. 07952
 AMENDING ORDINANCE NO. 348
 ADOPTED BY ORDINANCE NO. 348.4897
 DATE _____

RIVERSIDE COUNTY BOARD OF SUPERVISORS



CURVE	RADIUS	DELTA	LENGTH
C1	3670.29	9° 25' 43"	660.88'
C2	3201.81	3° 06' 36"	85.35'
C3	1136.27	10° 33' 54"	200.27'
C4	1544.00	3° 00' 50"	65.44'
C5	2489.91	1° 30' 18"	65.59'
C6	1978.09	2° 11' 00"	75.30'
C7	1059.74	2° 55' 02"	75.52'
C8	2548.22	2° 40' 58"	105.17'
C9	2205.42	4° 14' 59"	163.55'
C10	606.00	17° 39' 34"	185.78'
C11	884.00	9° 36' 25"	103.37'
C12	635.00	17° 58' 15"	185.85'
C13	664.00	20° 02' 51"	191.51'
C14	936.00	17° 27' 49"	265.29'
C15	2364.00	4° 00' 13"	185.39'
C16	3814.00	8° 30' 54"	249.29'

LINE	BEARING	DISTANCE
L1	N83° 27' 20" E	67.80'
L2	N87° 28' 04" W	62.00'
L3	N87° 28' 04" W	127.00'
L4	N43° 20' 08" W	54.71'
L5	N83° 27' 20" E	62.00'
L6	N80° 48' 28" E	61.59'
L7	N83° 11' 44" E	62.00'
L8	N89° 04' 47" E	65.00'
L9	N85° 32' 28" E	62.00'
L10	N87° 28' 04" W	62.00'
L11	N87° 28' 04" W	189.00'
L12	N13° 20' 28" E	62.85'
L13	N45° 34' 03" E	63.32'
L14	N83° 27' 20" E	70.57'
L15	N83° 44' 28" W	62.30'
L16	N83° 47' 28" W	106.48'
L17	N85° 04' 53" W	36.65'
L18	N88° 58' 43" W	102.34'
L19	N81° 57' 34" W	15.04'
L20	N88° 59' 04" E	9.77'
L21	N44° 38' 09" E	110.04'

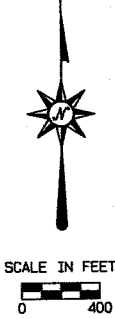
LINE	BEARING	DISTANCE
L22	N81° 28' 23" E	62.40'
L23	N41° 00' 34" E	62.29'
L24	N83° 30' 12" E	56.00'
L25	N89° 28' 34" W	148.75'
L26	N80° 01' 13" E	124.00'
L27	N87° 28' 04" E	58.14'
L28	N88° 48' 28" W	62.00'
L29	N82° 23' 56" W	61.99'
L30	N85° 11' 28" E	62.85'
L31	N89° 14' 25" W	75.00'
L32	N88° 38' 43" W	169.78'
L33	N89° 33' 50" W	127.02'
L34	N89° 46' 38" W	95.79'
L35	N87° 28' 04" W	189.04'
L36	N88° 33' 56" W	130.88'
L37	N88° 33' 44" W	112.80'
L38	N88° 38' 07" E	128.30'
L39	N80° 00' 00" W	176.00'

SP ZONE

SPECIFIC PLAN (SP303 A4)

MAP NO. 41.093

CHANGE OF OFFICIAL ZONING PLAN
 LOWER COACHELLA VALLEY DISTRICT



CHANGE OF ZONE CASE NO. 07952
 AMENDING ORDINANCE NO. 348
 ADOPTED BY ORDINANCE NO. 348.4897
 DATE _____
 RIVERSIDE COUNTY BOARD OF SUPERVISORS

6/30/15 10:08 AM Change of Zone 002-OFFICIAL PLAN PROVIDED BY 2015

APN 759-180-003 thru -005, -008 thru -014
 APN 759-190-006 thru -008, -011 thru -014

2 **Resolution No. 2018-199**

3 **Decision and Findings to Overrule the Riverside County Airport Land**
4 **Use Commission Inconsistency Determination Related to Specific Plan No. 303 Amendment No. 4**

5 **WHEREAS**, Specific Plan No. 303 (the "Kohl Ranch Specific Plan") was approved in 1999, and
6 three amendments were subsequently approved; and,

7 **WHEREAS**, Amendment No. 4 proposes to amend the Kohl Ranch Specific Plan by adding a new
8 conditionally permitted land use within the founder's lots in new Planning Areas E-2A and E-2B called
9 Racetrack Recreational Units ("Project"). Racetrack Recreational Units are intermittent (seasonal) units that
10 may be occupied overnight but prohibit permanent residency; and,

11 **WHEREAS**, pursuant to Section 21676 of the California Public Utilities Code, the County of
12 Riverside ("County") referred the Project to the Airport Land Use Commission of Riverside County
13 ("ALUC") for a determination of consistency with ALUC's land use plan applicable to the Project; and,

14 **WHEREAS**, the area covered by the Kohl Ranch Specific Plan is located in Compatibility Zone A,
15 B1, C, and D set forth in the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as
16 amended in 2006 ("Airport Plan"). The Project proposes to make changes in the north side of Planning Area
17 E-2, which is within the Airport Plan's Compatibility Zone C ("Compatibility Zone C"); and,

18 **WHEREAS**, Compatibility Zone C allows residential development up to one dwelling unit per five
19 acres, or 39 total dwelling units for the approximately 214 acres of the Project site located within
20 Compatibility Zone C; and,

21 **WHEREAS**, on December 14, 2017, ALUC determined the Project to be inconsistent with
22 Compatibility Zone C because it exceeded the maximum residential density criteria for the zone; and,

23 **WHEREAS**, pursuant to Sections 21676 and 21676.5 of the California Public Utilities Code, the
24 County may overrule the ALUC's inconsistency determination if, after a public hearing, the County makes
25 findings that the Project is consistent with the purposes set forth in Public Utilities Code section 21670;
26 and,

FORM APPROVED COUNTY COUNSEL
BY: *Melissa R. Cushman* DATE: 10/29/18
MELISSA R. CUSHMAN

1 **WHEREAS**, Public Utilities Code section 21670(a)(2) provides that the purpose of the State
2 Aeronautics Act is to protect public health, safety and welfare by ensuring the orderly expansion of airports
3 and the adopting of land use measures that minimize the public's exposure to excessive noise and safety
4 hazards within areas around public airports to the extent that these areas are not already devoted to
5 incompatible uses; and,

6 **WHEREAS**, in regular session assembled on March 27, 2018, after giving the required notice, the
7 Board of Supervisors ("Board") of the County of Riverside held a public hearing on the Project and ALUC's
8 determination; and

9 **WHEREAS**, following public testimony, the Board closed the public hearing and directed staff to
10 prepare the findings and conclusions set forth herein to override ALUC's inconsistency determination; and,

11 **WHEREAS**, in accordance with Public Utilities Code section 21676.5, the proposed decision and
12 findings were sent to the California Department of Transportation, Division of Aeronautics ("State"), and
13 ALUC on May 3, 2018 for review; and,

14 **WHEREAS**, on May 23, 2018, the California Department of Transportation, Division of
15 Aeronautics provided the County of Riverside with the attached comment letter; and

16 **WHEREAS**, on June 4, 2018 the Riverside County Airport Land Use Commission provided the
17 County of Riverside with the attached comment letter; and

18 **WHEREAS**, Public Utilities Code section 21676.5(a) provides that comments by the State and
19 ALUC are advisory to the Board and shall be included in the final decision to overrule ALUC's
20 inconsistency determination; and,

21 **WHEREAS**, the decision to overrule ALUC's inconsistency determination requires a two-thirds
22 vote by the Board; and,

23 **WHEREAS**, on November 6, 2018, the Board held a subsequent public hearing, after giving the
24 required notice, to consider the Project and the findings and conclusions set forth herein; and,

25 **WHEREAS**, the matter was discussed fully with testimony and documentation presented by the
26 public and affected public agencies; now, therefore,

1 **BE IT RESOLVED, FOUND, DETERMINED AND ORDERED** by the Board of Supervisors
2 of the County of Riverside, in regular session assembled on November 6, 2018, that the Project is consistent
3 with the purposes set forth in Public Utilities Code Section 21670 based on the following:

- 4 1. The above recitals are incorporated herein by this reference.
- 5 2. The Project's property consists of Assessor Parcel Numbers (APNs): Portion 759-
6 180-010, Portion of 759-180-014, Portion of 759-190-014, 759-180-013, 759-190-
7 011, 759-190-013, 759-240-009 thru -018, 759-250-001 thru -29, 759-250-032 thru
8 -040, 759-260-001 thru -038, and 759-270-001 thru -027 and is zoned Specific Plan
9 (SP).
- 10 3. The Project is located approximately 2,000 feet to the south of the existing southerly
11 terminus of Runway 17-35 at Jacqueline Cochran Regional Airport.
- 12 4. Based on the Jacqueline Cochran Regional Airport Master Plan ("Airport Plan")
13 (Exhibits JC-3, JC-4), the airport projects 110,000 annual flights by 2020. In 2002,
14 annual flights were estimated at 65,000, consisting of 35% single-engine aircraft,
15 15% twin-engine piston aircraft, 22% twin-engine turboprop aircraft, 26%
16 business/large jet aircraft, and 2% helicopter/other aircraft. The nighttime
17 distribution of flights by aircraft are: 2% single-engine aircraft, 1.5% twin-engine
18 piston aircraft, 5% large jet aircraft, and .5% of business jets/other aircraft.
- 19 5. Areas in close proximity to airports in the County that need assessing for land use
20 compatibility are designated as within a particular Airport Compatibility Zone as
21 defined in the Riverside County Airport Land Use Compatibility Plan. These zones
22 consist of Airport Compatibility Zones A, B1, B2, C, D, and E, with Compatibility
23 Zone A having the most restrictions and Compatibility Zone E having the fewest.
24 While the Kohl Ranch Specific Plan covers multiple compatibility zones, the
25 proposed Project is entirely within Compatibility Zone C, and it borders
26 Compatibility Zone A and Compatibility Zone D. Compatibility Zone A prohibits
27 all structures except those with locations set by aeronautical function and forbids all
28

1 assemblages of people. Compatibility Zone C prohibits children's schools, day care
2 centers, libraries, hospitals, nursing homes, and places of worship but allows
3 residential uses at certain defined densities.

4 6. Policy 3.3.6 of the Riverside County Airport Land Use Compatibility Plan Policy
5 Document provides that there may be specific situations where a normally
6 incompatible use can be considered compatible because of terrain, specific location
7 or other extraordinary factors or circumstances related to the site. ALUC did not
8 apply Policy 3.3.6 as part of their review of the proposed project. Subsequent to
9 ALUC's inconsistency determination, however, the applicant met with Riverside
10 County Staff and reduced the number of lots on which overnight occupancy was
11 proposed to be allowable from 111 Racetrack Recreational Units to a maximum of
12 75 Racetrack Recreational Units. This request was included in the recommendation
13 to the Board on March 27, 2018.

14 7. The Project does not propose any uses prohibited within Compatibility Zone C. In
15 addition, as amended, the proposed Project is compatible with Policy 3.3.6. based on
16 the following extraordinary factors and circumstances related to the site where a
17 normally incompatible use can be considered compatible.

18 8. First, as currently proposed for the Project, the lots within Compatibility Zone C that
19 would be allowed for overnight occupancy are located on the edge of the zone,
20 adjacent to Compatibility Zone D, where all the existing lots are allowed to have
21 overnight occupancy. The remaining lots in Zone C, on the northwest side of the
22 racetrack, directly adjacent to Compatibility Zone A (Runway Protection Zone),
23 would continue to be prohibited from having overnight occupancy. Therefore,
24 because, after the ALUC determination, the Project request has been modified to
25 continue to prohibit Racetrack Recreational Units with overnight stays adjacent to
26 Compatibility Zone A, the Project as revised minimizes the potential impact by not
27 allowing overnight stays in the areas closest to the runway, thereby reducing the
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1 potential for a serious hazard to the public in the event of a potential aircraft accident
2 on the Project site. Therefore, as demonstrated, the site is consistent with Public
3 Utility Code section 21670(a)(1) and (2).

4 9. Second, even with the allowance for overnight stays in the proposed Project as
5 revised, the Racetrack Recreational Units would not be considered typical
6 residential units based on restrictions imposed through conditions of approval on
7 the Project and Covenants, Conditions and Restrictions (CC&Rs). These
8 restrictions include but are not limited to: length of consecutive overnight stays
9 limited to 45 days, prohibition on permanent residency, including no voter
10 registration or school enrollment, and prohibition on rentals of the units. These
11 restrictions present potential extraordinary factors that would limit the occupancy
12 of the Racetrack Recreational Units that result in essentially limiting the density on
13 the site based on expected and typical use of the units. Therefore, although the
14 Project was determined by ALUC to be inconsistent with the Airport Plan based on
15 maximum potential nighttime occupancy, on most days and nights the Project's
16 typical occupancy would be less than the maximum occupancy. The CC&Rs and
17 County-imposed conditions of approval would limit the amount of consecutive
18 stays for each unit. As a result, it is not anticipated for the Project to constantly or
19 even regularly experience maximum occupancy thresholds of the applicable
20 Airport Plan.

21 10. Third, the Racetrack Recreational Units are located along the perimeter of Thermal
22 Motorsport Racetrack and are consistent and complimentary with surrounding land
23 uses to the east, south, and west that include various amenities and uses that support
24 the racetrack.

25 11. Fourth, the Project does not represent a hazard to aircraft in typical flight because the
26 Project does not propose the construction of any new buildings that were not
27 previously considered under the Kohl Ranch Specific Plan, and all buildings are
28

1 required to comply with all applicable FAA requirements. Therefore, the Project
2 would not result in a safety hazard to aircraft in flight, consistent with Public Utility
3 Code section 21670(a)(1) and (2).

- 4 12. In addition, as stated in ALUC's December 14, 2017 staff report, 50 of the lots are
5 located within the 60-65 db(A) CNEL (Community Noise Equivalent Level) aircraft
6 noise contours and 25 are within the 65 db(A) aircraft noise contour, where new
7 residential subdivisions are not permissible pursuant to Policy N 7.3 of the Noise
8 Element of the Riverside County General Plan. The staff report also goes further to
9 delineate the CNEL by areas of the Project site, stating that the average aircraft noise
10 along the east side of the racetrack ranges from 55-60 CNEL, and 65-70 CNEL on
11 the west side. Previously, the units authorized for overnight stays were located within
12 areas subject to aircraft noise below 60 CNEL. Typical construction methods would
13 typically reduce noise levels by 20 db(a), thus reducing average aircraft noise along
14 the east side of the racetrack to 35-40 CNEL. As previously mentioned, the request
15 by the applicant was modified since the December 14, 2017 ALUC determination to
16 only include 75 lots along the east side of the racetrack, and therefore within the 35-
17 40 CNEL range once constructed. The lots along the northwest side of the racetrack
18 would remain prohibited from overnight stays, and therefore consistent with the
19 noise analysis conducted by ALUC and included in the December 15, 2017 staff
20 report. Therefore, noise impacts from flyover aircraft will not impact the Project with
21 excessive noise, consistent with Public Utility Code section 21670(a)(1) and (2).
22 Furthermore, the founder's lots were previously approved with a noise exception due
23 to the lot's proximity to the racetrack and the noise produced by the racetrack.

24 **BE IT FURTHER RESOLVED** by the Board of Supervisors that, based on the above, the Board
25 hereby overrules ALUC's determination of inconsistency on the basis that the Kohl Ranch Specific Plan
26 Amendment No. 4 will not expose the public to excessive noise or safety hazards and is consistent with the
27 purposes set forth in Public Utilities Code section 21670; and,
28

1 **BE IT FURTHER RESOLVED** by the Board of Supervisors that copies of Resolution No. 2018-
2 199 shall be placed on file in the offices of the Clerk of the Board, the Riverside County Planning Director,
3 Riverside County Airport Land Use Commission, and Caltrans Division of Aeronautics.

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8 ROLL CALL:

9 Ayes: Jeffries, Tavaglione, Washington, Perez and Ashley
10 Nays: None
Absent: None

11 The foregoing is certified to be a true copy of a resolution duly
12 adopted by said Board of Supervisors on the date therein set forth.

13 KECIA HARPER-IHEM, Clerk of said Board
By *[Signature]*
14 Deputy

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DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S. #40

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 654-4959

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May 23, 2018

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

Dear Mr. Killebrew:

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

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

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

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

Mr. Jason Killebrew

May 23, 2018

Page 2

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

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

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

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

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

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

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

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

*"Provide a safe, sustainable, integrated, and efficient transportation system
to enhance California's economy and livability"*

Mr. Jason Killebrew
May 23, 2018
Page 3

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

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

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

Sincerely,



TONY SORDELLO
Aviation Planner

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



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

June 4, 2018

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Vacancy

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Russell Betts
Desert Hot Springs

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

Mr. Jason Killebrew, Urban Regional Planner IV
Riverside County Planning Department
County Administrative Center
4080 Lemon Street, 12th Floor
Riverside, CA 92502-1409
(VIA HAND DELIVERY)

RE: THERMAL MOTORSPORT PROJECT AND JACQUELINE COCHRAN AIRPORT

Dear Mr. Killebrew:

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

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

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

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman, ALUC Director

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

Board of Supervisors

County of Riverside

**Resolution No. 2018-200
Adopting Specific Plan No. 303 Amendment No. 4
(Kohl Ranch)**

WHEREAS, Specific Plan No. 303 (the "Kohl Ranch Specific Plan") was approved in 1999, and three amendments were subsequently approved; and,

WHEREAS, pursuant to the provisions of Government Code Section 65450 et seq., a public hearing was held before the Riverside County Board of Supervisors in Riverside, California on November 6, 2018, to consider Specific Plan No. 303, Amendment No. 4; and,

WHEREAS, a public hearing before the Planning Commission was not required because Specific Plan No. 303 was granted Fast Track Status (FTA No. 2011-11) by the Economic Development Agency ("EDA") on June 21, 2011, pursuant to Board Policy A-32, which allows the project to go directly to the Board of Supervisors; and,

WHEREAS, the Board of Supervisors, after taking public testimony, closed the November 6, 2018, public hearing; considered Addendum No. 8 for Environmental Impact Report No. 396 (EIR No. 396); adopted Resolution 2018-199 overruling the Riverside County Airport Land Use Commission Inconsistency Determination; approved Specific Plan No. 303, Amendment No. 4; and approved Change of Zone No. 7952 associated with Ordinance No. 4897; and,

WHEREAS, all the provisions of the California Environmental Quality Act ("CEQA") and the Riverside County CEQA implementing procedures have been satisfied, and Addendum No. 8 for EIR No. 396, which was prepared in connection with this Specific Plan No. 303, Amendment No. 4 and related case Change of Zone No. 7952, is sufficiently detailed so that all the potentially significant effects of the project on the environment and measures necessary to avoid or lessen such effects to a level of less than significant have been evaluated in accordance with CEQA and its implementing procedures; and,

WHEREAS, the matter was discussed fully with testimony and documentation presented by the public and affected public agencies; now, therefore,

NOV 06 2018 19.3

FORM APPROVED COUNTY COUNSEL
BY: MELISSA R. CUSHMAN
DATE: 10/29/18

1 **BE IT RESOLVED, FOUND, DETERMINED AND ORDERED** by the Board of Supervisors
2 of the County of Riverside, in regular session assembled on November 6, 2018, that:

- 3 A. The above recitals are incorporated herein by this reference.
- 4 B. The Project's property consists of Assessor Parcel Numbers (APNs): Portion 759-180-010,
5 Portion of 759-180-014, Portion of 759-190-014, 759-180-013, 759-190-011, 759-190-013,
6 759-240-009 thru -018, 759-250-001 thru -29, 759-250-032 thru -040, 759-260-001 thru -
7 038, and 759-270-001 thru -027 and is zoned Specific Plan (SP).
- 8 C. Amendment No. 4 modifies Specific Plan No. 303 by the following:
- 9 1. It creates two new Planning Areas (E-2A and E-2B) within existing Planning Area
10 E-2;
- 11 2. It describes a new, conditionally permitted land use, called Racetrack Recreational
12 Units, within the founder's lots in new Planning Areas E-2A and E-2B. Racetrack
13 Recreational Units, as more specifically defined in Specific Plan No. 303,
14 Amendment No. 4, are intermittent (seasonal) units that may be occupied overnight
15 for a limited period of time but prohibit permanent residency. Specific Plan No. 303,
16 Amendment 4, would allow up to 75 Racetrack Recreational Units within Planning
17 Areas E-2A and E-2B, upon future processing and approval of the required
18 entitlement; and
- 19 3. It updates the land use maps to reflect the new Planning Areas E-2A and E-2B and
20 the changed boundaries of Planning Area E-2.
- 21 D. Specific Plan No. 303, Amendment No. 4, is associated with Resolution No. 2018-199
22 overruling the Riverside County Airport Land Use Commission Inconsistency
23 Determination Related to Specific Plan No. 303, Amendment No. 4, and Change of Zone
24 No. 7952, which were considered concurrently at the public hearing on November 6, 2018.
- 25 E. The environmental assessment prepared for the project concluded that some changes or
26 additions are necessary but none sufficient to necessitate the preparation of a subsequent
27 EIR. Accordingly, an Addendum to EIR No. 396 was prepared.
- 28

1 F. No potentially significant environmental impacts are associated with the project as identified
2 in Addendum No. 8 for EIR No. 396.

3 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Specific Plan No. 303,
4 Amendment No. 4, is consistent with the intent, design, and mitigation approved for Specific Plan No. 303
5 as modified through Amendment No. 3 and is consistent with the Riverside County General Plan; and,

6 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it accepts the findings of the
7 Addendum, on the basis of which the Board of Supervisors finds that no further environmental
8 documentation is required because only minor changes or additions are necessary but none of the conditions
9 described in State CEQA Guidelines section 15162 calling for preparation of a subsequent or supplemental
10 EIR have occurred.

11 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has reviewed and considered
12 Addendum No. 8 for EIR No. 396 in evaluating Specific Plan No. 303, Amendment No. 4, and the related
13 cases referenced above, that Addendum No. 8 for EIR No. 396 is an accurate and objective statement that
14 complies with CEQA and reflects the County's independent judgment, that Addendum No. 8 for EIR No.
15 396 is incorporated herein by this reference, and that Addendum No. 8 therefore is hereby adopted.

16 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Specific Plan No. 303,
17 Amendment No. 4, a copy of which are is on file with the Clerk of the Board, including the final conditions
18 of approval and exhibits, is hereby adopted as the Amended Specific Plan of Land Use for the real property
19 described and shown in the plan, and said real property shall be developed substantially in accordance with
20 the plan as amended, unless the plan is repealed or amended by the Board.

21 **BE IT FURTHER RESOLVED** by the Board of Supervisors that copies of Specific Plan No. 303,
22 Amendment No. 4, and related cases shall be placed on file in the Office of the Clerk of the Board, in the
23 Office of the Assistant Director of TLMA, and in the Office of the Building and Safety Director, and that
24 no applications for subdivision maps, conditional use permits or other development proposals shall be
25 accepted for the real property described and shown in the plan unless such applications are substantially in
26 accordance therewith.

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BE IT FURTHER RESOLVED by the Board of Supervisors that the custodians of the documents upon which this decision is based are the Clerk of the Board of Supervisors and the County of Riverside Planning Department and that such documents are located at 4080 Lemon Street, Riverside, California.

ROLL CALL:

Ayes: Jeffries, Tavaglione, Washington, Perez and Ashley
Nays: None
Absent: None

The foregoing is certified to be a true copy of a resolution duly adopted by said Board of Supervisors on the date therein set forth.

KECIA HARPER-IHEM. Clerk of said Board
By *Kecia Harper-Ihem*
Deputy

11.06.18 19.3



PROOF OF PUBLICATION

**STATE OF CALIFORNIA SS.
COUNTY OF RIVERSIDE**

RIVERSIDE COUNTY-BOARD OF SUP.
4080 LEMON ST

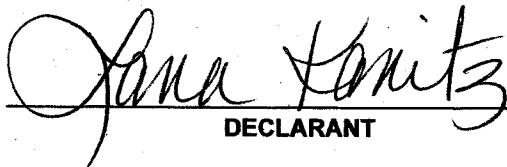
RIVERSIDE CA 92501

I am over the age of 18 years old, a citizen of the United States and not a party to, or have interest in this matter. I hereby certify that the attached advertisement appeared in said newspaper (set in type not smaller than non paniel) in each and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

10/26/18

I acknowledge that I am a principal clerk of the printer of The Desert Sun, printed and published weekly in the City of Palm Springs, County of Riverside, State of California. The Desert Sun was adjudicated a Newspaper of general circulation on March 24, 1988 by the Superior Court of the County of Riverside, State of California Case No. 191236.

I certify under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.. Executed on this 26th of October 2018 in Green Bay, WI, County of Brown.


DECLARANT

Ad#:0003219508
P O :
of Affidavits :1

*planning
11/6/18 19.3*

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON AMENDMENT NO. 4 TO SPECIFIC PLAN NO. 303, KOHL RANCH, AND ALUC'S INCONSISTENCY DETERMINATION, IN THE LOWER AND EASTERN COACHELL VALLEY, FOURTH SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, November 6, 2018 at 10:30 A.M.** or as soon as possible thereafter, to consider the application submitted by Thermal Operating Company - Webb Associates, on **Specific Plan No. 303, Amendment No. 4**, proposes to amend the Kohl Ranch Specific Plan by: (1) creating two new Planning Areas, E-2A and E-2B, carved out of existing Planning Area E-2; (2) adding a new, conditionally permitted land use within the founder's lots in new Planning Areas E-2A and E-2B called Racetrack Recreational Units; and (3) made further refinements to the permitted and conditionally permitted uses of this area of the Kohl Ranch Specific Plan (Project). Racetrack Recreational Units are intermittent (seasonal) units that may be occupied overnight but prohibit permanent residency.

In accordance with Public Utilities Code section 21676.5, the Board of Supervisors will also consider overruling the County of Riverside Airport Land Use Commission's (ALUC) determination that the proposed Amendment No. 4 to Specific Plan No. 303 is inconsistent with the Jacqueline Cochran Regional Airport Compatibility Zone C.

The Riverside County Planning Department has determined that the above-described project will not have a significant effect on the environment and has recommended the adoption of an addendum to an Environmental Impact Report No. 396, and it will be considered by the Board of Supervisors in making any decision on the project.

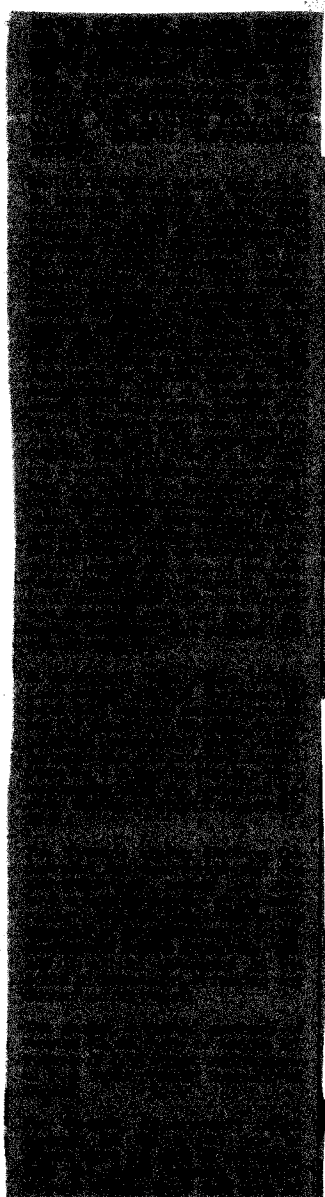
The project is located northerly of Avenue 62, southerly of Avenue 60, easterly of Tyler Street, and westerly of Polk Street, Fourth Supervisorial District.

The Planning Department's report package for the project may be viewed from the date of this notice until the public hearing, Monday through Friday, from 8:00 a.m. to 5:00 p.m. at the Riverside County Planning Department at 4080 Lemon Street, 12th Floor, Riverside, California 92501.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT JASON KILLEBREW, PROJECT PLANNER, AT (951) 955-0314 OR EMAIL jkilbre@rivco.org.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing, or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing

2018 NOV -5 PM 12:11
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will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Lisa Wagner at (951) 955-1063, at least 72 hours prior to hearing.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, and Post Office Box 1147, Riverside, CA 92502-1147

Dated: October 22, 2018
Kecia Harper-Ihem, Clerk of the Board

By: Karen Barton, Board Assistant
Published: 10/26/2018

THE PRESS-ENTERPRISE

ORDER NUMBER	PO Number	PRODUCT	SIZE	AMOUNT
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Invoice text: SP 303

*Planning
11/6/18 19.3*

Placed by: Karen Lynn Barton

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BOARD OF SUPERVISORS
 COUNTY OF RIVERSIDE
 'PO BOX 1147'
 RIVERSIDE, CA 92502

CALIFORNIA NEWSPAPER PARTNERSHIP
 dba The Press-Enterprise
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 Colorado Springs, CO 80962-5210

THE PRESS-ENTERPRISE

1825 Chicago Ave, Suite 100
Riverside, CA 92507
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951-368-9018 FAX

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(2010, 2015.5 C.C.P.)**

Publication(s): The Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc.: SP 303 /

I am a citizen of the United States. I am over the age of eighteen years and not a party to or interested in the above entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper in general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

10/26/2018

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Date: October 26, 2018
At: Riverside, California



Legal Advertising Representative, The Press-Enterprise

BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE
PO BOX 1147
RIVERSIDE, CA 92502

Ad Number: 0011191766-01

P.O. Number:

Ad Copy:

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON AMENDMENT NO. 4 TO SPECIFIC PLAN NO. 303, KOHL RANCH, AND ALUC'S INCONSISTENCY DETERMINATION, IN THE LOWER AND EASTERN COACHELLA VALLEY, FOURTH SUPERVISORIAL DISTRICT

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In accordance with Public Utilities Code section 21676.5, the Board of Supervisors will also consider overruling the County of Riverside Airport Land Use Commission's (ALUC) determination that the proposed Amendment No. 4 to Specific Plan No. 303 is inconsistent with the Jacqueline Cochran Regional Airport Compatibility Zone C.

The Riverside County Planning Department has determined that the above-described project will not have a significant effect on the environment and has recommended the adoption of an addendum to an Environmental Impact Report No. 396, and it will be considered by the Board of Supervisors in making any decision on the project.

The project is located northerly of Avenue 62, southerly of Avenue 60, easterly of Tyler Street, and westerly of Polk Street, Fourth Supervisorial District.

The Planning Department's report package for the project may be viewed from the date of this notice until the public hearing, Monday through Friday, from 8:00 a.m. to 5:00 p.m. at the Riverside County Planning Department at 4080 Lemon Street, 12th Floor, Riverside, California 92501.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT JASON KILLEBREW, PROJECT PLANNER, AT (951) 955-0314 OR EMAIL jkilbre@rivco.org.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing, or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

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Dated: October 22, 2018
By: Kacia Harper-Ihem, Clerk of the Board
Karen Barton, Board Assistant

10/26



**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**

Agenda Item No.:

Board of Supervisor's Hearing: November 6, 2018

PROPOSED PROJECT

Case Number(s): Specific Plan No. 303,
Amendment No. 4, Change of
Zone No. 7952

Select Environ. Type Addendum No.8 to EIR No. 396

Area Plan: Eastern Coachella Valley

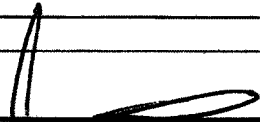
Zoning Area/District: Lower Coachella Valley District

Supervisory District: Fourth District

Project Planner: Jason Killebrew

Applicant(s): Thermal Operating
Company

Representative(s): Webb &
Associates


Juan C. Perez
Assistant County Executive Officer/TLMA

Project APN's: Portion of 759-180-010, Portion of 759-180-014, Portion of 759-190-014, 759-180-013, 759-190-011, 759-190-013, 759-240-009 thru -018, 759-250-001 thru -29, 759-250-032 thru -040, 759-260-001 thru -038, and 759-270-001 thru -027.

SP No. 303 was granted Fast Track status by Economic Development Agency (EDA) on June 21, 2011.

PROJECT DESCRIPTION AND LOCATION

SPECIFIC PLAN NO. 303, AMENDMENT NO. 4 proposes to amend the Kohl Ranch Specific Plan, SP No. 303, to add two new Planning Areas (E-2A and E-2B) within the existing E-2 Planning Area; to describe a new conditionally permitted land use in E-2A and E-2B, Racetrack Recreational Units; and to update the land use maps to reflect the new planning areas. The intent of the changes to the Specific Plan are to allow for overnight occupancy for identified lots within the new planning areas. The maximum number of lots under consideration for adding overnight occupancy as part of this proposal is 74 units. This amendment would not add additional units, building area, or construction to the Kohl Ranch Specific Plan beyond that previously considered.

CHANGE OF ZONE NO. 7852, and associated Ordinance No. 348.4897, proposes to amend the Specific Plan Zoning Ordinance to reflect land use changes related to the Thermal Club Race Track by creating two new planning areas (E-2A and E-2B) carved out of existing planning area E-2 and to make minor changes to the uses permitted with an entitlement in Planning Areas E-2A and E-2B, including by adding Racetrack Recreational Units to the list of allowable uses. The approved SP currently allows recreational facilities with a private garage in Planning Area E-2 with applicable permits. The Zoning Ordinance will now allow limited overnight stays in the Racetrack Recreational Units in Planning Areas E-2A and E-2B. The changes to the Zoning Ordinance will also provide development standards on how these Racetrack Recreational Units may be used.

The Overrule of ALUC's determination is a request by the applicant to have the Board of Supervisors consider overruling the December 14, 2017 inconsistency determination by ALUC in accordance with the California Public Utilities Code and based on specific findings that the overrule would not result in a safety

or health hazard. If approved, the overrule would facilitate the Specific Plan Amendment and Change of
Zone.

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

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

ADOPT RESOLUTION 2018-199, overruling the Riverside County Airport Land Use Commission
Inconsistency Determination Related to Specific Plan No. 303, Amendment No. 4. If the overrule is
approved by the Board of Supervisors, lots 185-201 would be subject to the review and approval of the
Assistant CEO (TLMA Director) and Assistant CEO (EDA Director) for consistency with FAA design
standards;

CONSIDER ADDENDUM NO. 8 TO ENVIRONMENTAL IMPACT REPORT NO. 396, based on the
findings and conclusions provided in the initial study, attached hereto and the conclusion that all impacts
were adequately analyzed pursuant to applicable legal standards in previously adopted Environmental
Impact Report No. 396 and subsequent addenda, and, while some changes and/or additions are
necessary, none of the conditions described in State CEQA Guidelines section 15162 exist.

ADOPT RESOLUTION NO. 2018-200 APPROVING AMENDMENT NO. 4 TO SP NO. 303, which
amends the Kohl Ranch Specific Plan to create two new Planning Areas (E-2A and E-2B) out of an existing
planning area, makes minor amendments to the conditionally permitted land uses within the new planning
areas, including describing a new conditionally permitted land use, and updates the land use maps,
subject to the attached conditions of approval and advisory notification document and based upon the
findings and conclusions incorporated in the attached staff report;

ADOPT ORDINANCE NO. 348,4897 RELATED TO CHANGE OF ZONE NO. 7952, revising the Specific
Plan No. 303 Zoning Ordinance to create two new planning areas, E-2A and E-2B, out of existing Planning
Area E-2 and formalizing the planning area boundaries for Planning Areas E-2, E-2A, and E-2B in Specific
Plan No. 303 in the Lower Coachella Valley District as shown on Map No. 41,093 Change of Zone No.
7952, attached hereto and incorporated herein by reference.

PROJECT LOCATION MAP

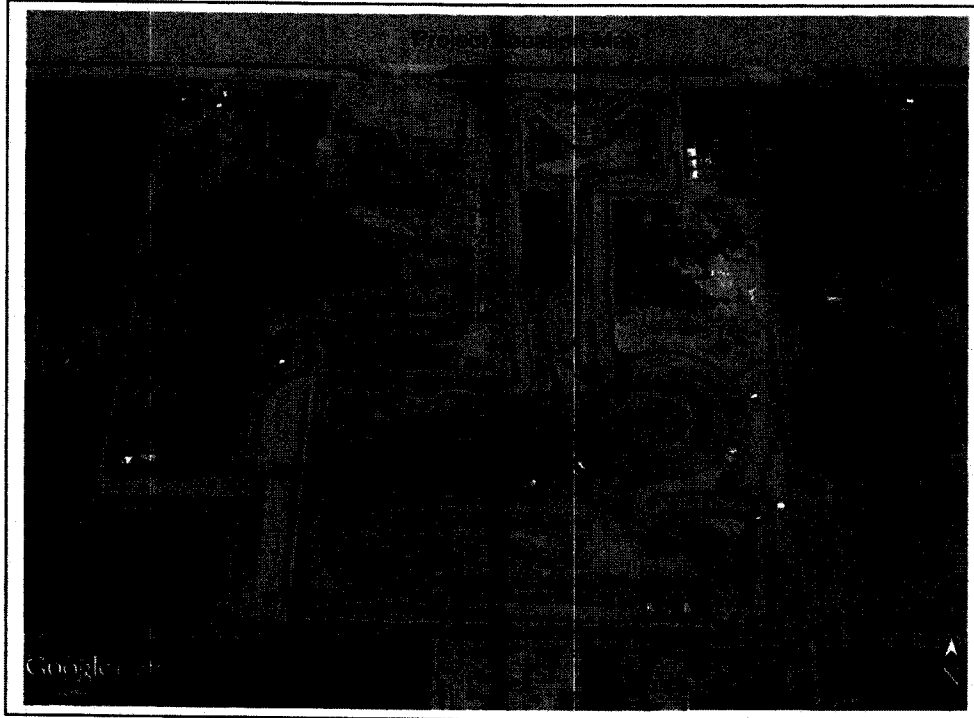


Figure 1: Project Location Map

PROJECT DATA

Land Use and Zoning:	
Specific Plan:	Kohl Ranch SP No. 303 Planning Area E-2
Specific Plan Land Use:	Kohl Ranch SP No. 303 Planning Area E-2
Existing General Plan Foundation Component:	Community Development
Proposed General Plan Foundation Component:	N/A
Existing General Plan Land Use Designation:	Community Development: Heavy Industrial (CD: HI) (.15 - .50 FAR); Open Space: Conservation (OS-C) as reflected on the Land Use Plan for Specific Plan No. 303.
Proposed General Plan Land Use Designation:	N/A
Policy / Overlay Area:	N/A
Surrounding General Plan Land Use Designations	

Conservation, Heavy Industrial as reflected on the Land Use Plan for Specific Plan No 303; Light Industrial	North:	Conservation, Heavy Industrial, Agriculture
Commercial Retail, Conservation, Medium High Density Residential as reflected on the Land Use Plan for Specific Plan No. 303.	South:	Heavy Industrial, Agriculture
Conservation as reflected on the Land Use Plan for Specific Plan No. 303.	West:	
Existing Zoning Classification: SP (SP No. 303, Kohl Ranch), Planning Area E-2	Existing Zoning Classification:	SP (SP No. 303, Kohl Ranch), Planning Area E-2
Proposed Zoning Classification: 2A, E-2B	Proposed Zoning Classification:	SP (SP No. 303, Kohl Ranch) Planning Areas E-2, E-2A, E-2B
Surrounding Zoning Classifications	Surrounding Zoning Classifications	
North: Heavy Manufacturing (M-H)	North:	Heavy Agriculture 10 Acre Minimum (A-2-10)
East: Heavy Agriculture 10 Acre Minimum (A-2-10)	East:	SP and Heavy Agriculture - 10 Acre Minimum (A-1-10)
South: SP and Heavy Agriculture - 10 Acre Minimum (A-1-10)	South:	SP and Heavy Agriculture - 10 Acre Minimum (A-2-10)
West: SP and Heavy Agriculture - 10 Acre Minimum (A-2-10)	West:	
Existing Use: Motor Sport Village, Racetrack	Existing Use:	
Surrounding Uses	Surrounding Uses	
North: Airport	North:	Airport
South: Vacant, Agriculture, Scattered Single Family Dwellings	South:	Vacant, Agriculture, Scattered Single Family Dwellings
East: Vacant, Agriculture, Scattered Single Family Dwellings	East:	Vacant, Agriculture, Scattered Single Family Dwellings
West: Vacant, Agriculture, Scattered Single Family Dwellings	West:	Vacant, Agriculture, Scattered Single Family Dwellings
Located Within:		
City's Sphere of Influence:	No	
Community Service Area ("CSA"):	Yes - Thermal #125 Lighting	
Recreation and Parks District:	Yes - Coachella Valley Parks District	
Special Flood Hazard Zone:	No	
Area Drainage Plan:	No	

Dam Inundation Area:	No
Agricultural Preserve	No
Liquefaction Area:	Yes
Fault Zone:	No
Fire Zone:	No
Mount Palomar Observatory Lighting Zone:	Zone B
WRCMSHCP:	No
CVMSHCP Boundary:	Yes / not in a conservation area
Stephens Kangaroo Rat ("SKR") Fee Area:	No / not in SKR Fee Area
Airport Influence Area ("AIA"):	Yes – Jacqueline Cochran Regional Airport

PROJECT BACKGROUND AND ANALYSIS

Background:

SP No. 303 was originally approved in 1999. It was subsequently granted Fast Track status by Economic Development Agency (EDA) on June 21, 2011. Three amendments to SP No. 303 have previously been approved, on January 28, 2003, June 7, 2011, and March 24, 2015.

On October 3, 2017, Thermal Operating Company, LLC submitted an application to amend the text of Kohl Ranch Specific Plan – SP No. 303 to allow Overnight Occupancy within Racetrack Recreational Units (Founders Lots) located in Planning Area E-2. Founders Lots are recreational facilities with a private garage that provide a private space for Thermal Club members to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. Founders Lots are a use currently permitted with an entitlement in Planning Area E-2. However, Founders Lots do not allow overnight occupancy. Specific Plan Amendment No. 4 proposed to allow overnight occupancy within the Founders Lots, where "Racetrack Recreational Units" are a newly defined use that are Founders Lots that allow overnight occupancy. The project as proposed in the application referenced the proposed overnight occupancy for a total of 111 units.

On December 14, 2017 the proposed project was heard by Riverside County Airport Land Use Commission (ALUC). ALUC found the proposed project inconsistent based on the proposed project's exceeding the residential intensity criteria for Jacqueline Cochran Regional Airport Compatibility Zone C (Compatibility Zone C). Of the 250 Founders Lots, 152 are located wholly or primarily within Compatibility Zone C as depicted on Attachment A of this report. The remaining Founders Lots are located primarily in Compatibility Zone D as depicted on Attachment A of this report.

The Riverside County Airport Land Use Compatibility Plan Policy Document (ALUCP) describes Compatibility Zone C as an extended approach/departure zone where aircrafts are typically below 1,000 feet altitude on arrival. The ALUCP describes Compatibility Zone D as a primary traffic pattern zone for the airport where aircraft on instrument approaches are below 1,000 feet. The risk level for Compatibility

Zone C has been determined to be moderate, while the risk level for Compatibility Zone D has been determined to be low.



Figure 2: Project Land Use Map

On January 8, 2015, ALUC had considered Specific Plan No. 303, Amendment No. 3 and allocated the applicant's allowable share of dwelling units in Compatibility Zone C, under ALUCP, Table 2A, to one dwelling unit per five acres or 39 total dwelling units. At this meeting, ALUC determined that any additional density would exceed the allowance for dwelling units within Compatibility Zone C, and therefore in 2017, found Amendment No. 4 to SP No. 303 inconsistent with the ALUCP.

Following the 2017 ALUC inconsistency determination, staff from Economic Development Agency (EDA), which oversees the operation of the Jaqueline Cochran Regional Airport, and TLMA met with the applicant to further review and refine areas that may be more appropriate for the expanded use of overnight occupancy. Based on staff's review of the proposal, there are a series of lots (Lots 91-184) located on the edge of Compatibility Zone C, directly adjacent to Compatibility Zone D, in Planning Area E-2A, in the northeastern portion of the planning area, along Watkins Glen Drive, Monaco Way, Imola Drive, and the easterly portion of Laguna Seca Lane that could be considered for overnight occupancy. The County,

through the EDA, recently launched a review and update of the Airport Layout Plan for Jacqueline Cochran Regional Airport, which includes modifications needed to comply with the latest Federal Aviation Administration (FAA) design standards. This review will provide information to better determine the risk factors and appropriateness of allowing overnight stays in the southwesterly portion of the planning area, along Monza Street and the westerly portions of Laguna Seca Lane (Lots 185-201). Staff has added a condition of approval that will require these lots to be subject to further review and approval of the Assistant CEO (TLMA Director) and Assistant CEO (EDA Director). The 35 lots (lots 149-184) directly adjacent to Compatibility Zone A originally proposed for overnight occupancy would remain restricted from overnight occupancy. This revision of the project scope reduced the proposal for overnight occupancy from 111 lots that were reviewed by ALUC, to 75 lots. The proposal for 75 lots to be considered for overnight occupancy was included as option for the Board of Supervisors to consider at its March 27, 2018 meeting.

On March 27, 2018, the Board of Supervisors, as item 18.3, unanimously directed the Planning Department and County Counsel to prepare findings and conclusions pursuant to Public Utilities Code Section 21676.5 to allow the County of Riverside to overrule ALUC's inconsistency determination related to a portion of the Founder's Lots totaling up to a maximum of 75 units (instead of the originally proposed 111), to circulate such findings to ALUC and the California Department of Transportation, Division of Aeronautics for comments, and to schedule SPECIFIC PLAN No. 303, AMENDMENT No. 4 for a new public hearing before the Board of Supervisors.

On May 3, 2018, Planning Staff circulated proposed findings to overrule ALUC'S inconsistency determination to the California Department of Transportation, Division of Aeronautics and ALUC for comments (Attachment C). This initiated the beginning of the 30-day comment period that concluded on June 4, 2018.

On May 23, 2018, the California Department of Transportation Agency, Division of Aeronautics – M.S. #40 provided a comment letter (Attachment E) on the proposed overrule, making their determination that the circulated findings are insufficient to warrant the proposed overrule. Specifically stating that the findings are not consistent with the purposes of the statues set forth in the California Public Utilities Code Section 21670 for addressing public health, safety, and welfare concerns.

On June 4, 2018, ALUC provided a comment letter (Attachment F) on the proposed overrule, raising an additional concern if the Board of Supervisor's approved an overrule. The concern identified pertained to nighttime noise impacts from the airport, since the track, and the associated noise exception, would not operate in the dark.

On July 9, 2018, Rutan and Tucker, LLP, on behalf of the applicant, provided response letters (Attachment G) to the California Department of Transportation Agency, Division of Aeronautics and ALUC providing additional evidence to support the overrule of ALUC's inconsistency determination. Staff concurs with the position and supporting evidence provided in this letter.

Under the application as currently proposed to address ALUC's and the Board of Supervisors' concerns, the applicant is now proposing to amend the Specific Plan and its Zoning Ordinance by creating two new planning areas, E-2A and E-2B, out of part of existing Planning Area E-2 and make minor amendments to the conditionally permitted uses in the new planning areas, including adding a new conditionally permitted land use, Racetrack Recreational Units, within these newly defined areas. First, while the Board of Supervisors directed staff to return with a proposal allowing for up to 75 Racetrack Recreational Units in the two new planning areas, the size and shape of the two new planning areas would allow for a

maximum of only 74 such units. With the appropriate permits, Planning Areas E-2A would allow up to 58 units, and Planning Area E-2B would allow up to 16 units.

Second, as discussed above, the approved SF currently allows, with an appropriate permit, recreational facilities with a private garage in Planning Area E-2. For the revised version of the proposal that is currently being put forth for consideration, a new use would be created only for Planning Areas E-2A and E-2B called Racetrack Recreational Units that is similar to the recreational facilities with a private garage currently allowed with a permit in Planning Area E-2, but that would also allow limited overnight stays. Racetrack Recreational Units are member villas accessible 24 hours a day, seven days a week. The Racetrack Recreational Unit provides a private space for a Thermal Club members to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. The unit would be restricted from permanent residency, and has limitations imposed by the club for duration of stays. The applicant must amend the existing Covenants, Conditions, and Restrictions (CC&R's) to enforce the above-listed and other limitations related to the overnight occupancy limitations on these units, including restricting them to intermittent use. Since the use is proposed and conditioned to be intermittent, the applicant contends that it is not a typical residential use and should not be considered a residential unit for the purposes of calculating allowed density within the Jaqueline Cochran Regional Airport Compatibility Zones. For this reason and the other reasons set forth in Rutan and Tucker's letter of July 9, 2018, staff agrees that Racetrack Recreational Unit uses are a non-residential use, and staff recommends overrule of ALUC's inconsistency determination.

In addition to the changes in the Specific Plan necessary to implement the project as proposed, the Zoning Ordinance is being amended to permit the new use and to provide development standards for new Planning Areas E-2A and E-2B, including development standards relating to Racetrack Recreational Units. The zoning classification of the affected areas of the project site will be unchanged and will remain Specific Plan.

ENVIRONMENTAL REVIEW AND ENVIRONMENTAL FINDINGS

An Initial Study (IS) and Addendum No. 8 to Environmental Impact Report (EIR) No. 396 have been prepared for this project in accordance with the California Environmental Quality Act (CEQA). The IS represents the independent judgement of Riverside County.

1. The primary purpose of the project revision is to accommodate overnight occupancy for 75 units where overnight occupancies were previously prohibited. The environmental impacts of such proposed Project do not require substantial changes to EIR No. 396, will not create any form of significant environmental impacts which were not previously analyzed, nor will the impacts of the proposed Project be more severe than those already analyzed in previous CEQA documents. As a result, the Riverside County Planning determined that an Addendum to EIR No. 396 be appropriate level of review based on the following facts:

- a. The boundary of the Specific Plan is not being changed, only the boundaries of an internal planning areas. As a result the environmental impacts to the physical environment that are associated with the physical boundary of the proposed Project were previously analyzed.
- b. The proposed project would modify the boundaries, and make minor modifications to some conditionally permitted land uses of the internal planning areas. No new construction,

- increase in Units, or building area would change from the previously approved specific plan, which was previously analyzed by EIR No. 396.
- c. Previously identified mitigation measures remain appropriate and feasible for the proposed project.
2. Accordingly, as demonstrated in the Initial Study and Addendum No. 8 to EIR No. 396, none of the conditions described in Public Resources Code section 21166 or State CEQA Guidelines section 15162 exist.
- i) *No substantial changes are being proposed that will require major revisions of the previous EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects.* The project does not propose additional development or substantially different type of development or uses that were not analyzed in the previous EIR and Addenda. Then new Planning Areas E2-A and E2B are located entirely within the existing E-2 Planning Area, with no changes to the specific plan boundary. The proposed project would not increase the number of units or building intensity than what was previously approved and analyzed;
 - ii) *No substantial changes have occurred at the project site or elsewhere with respect to the circumstances under which the project is being undertaken which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.* The project does not propose additional development or substantial different type of development or uses that were not analyzed in the previous EIR and Addenda. Then new Planning Areas E2-A and E2B are located entirely within the existing E-2 Planning Area, with no changes to the specific plan boundary. The proposed project would not increase the number of units or building intensity than what was previously approved and analyzed. The project does not propose any new construction
 - iii) *No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, has been uncovered.* No one has come forth with any new such new information, and staff is not aware of any.
 - iv) *The proposed project will not have one or more significant effects not discussed in the previous EIR.* Environmental Assessment No. 43068 was prepared and concluded that the proposed project would not result in environmental effects beyond what was previously analyzed. All mitigation measures would remain. No new or substantially increased effects result from the proposed project beyond those analyzed by the prior EIR and subsequent CEQA documents.
 - v) *The proposed project will not have any significant effects that were previously examined that will be substantially more severe than shown in the previous EIR.* Environmental Assessment No. 43068 was prepared and concluded that the proposed project would not result in environmental effects beyond what was previously analyzed. All mitigation measures would remain. No new or substantially increased effects result from the proposed project beyond those analyzed by the prior EIR and subsequent CEQA documents;
 - vi) *No mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project.* All mitigation measures would remain. No new or substantially increased effects result from the proposed project beyond those analyzed by the prior EIR and subsequent CEQA documents; and
 - vii) *No mitigation measures or alternative which are considerably different from those analyzed*

in the previous EIR exist that would substantially reduce one or more significant effects on the environment. All mitigation measures and conditions of approval required for the Specific Plan and previous amendments would remain. No new or substantially increased effects result from the proposed project beyond those analyzed by the prior EIR and subsequent CEQA documents.

Accordingly, the proposed Project will not have a new significant or substantially greater significant impact on the environment beyond that previously analyzed in EIR No. 396, and the requirements for an Addendum have been met.

FINDINGS

In order for the County to approve the proposed project, the following findings are required to be made:

Land Use Findings

1. The project site has a General Plan Foundation Component of Community Development and a Land Use Designation of Mixed Use (CD: MU). The MU is intended to be similar to mixed use development areas throughout Riverside County. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned. The Thermal Club was previously approved (PP No. 24690) for a racetrack with units, on the Founder's Lots approved along the perimeter of the racetrack. The Project proposes to create two new Planning Areas (E-2A and E-2B). Planning Areas E-2A and E-2B are being created from the existing E-2 Planning Area in the northern portion of the specific plan, along Watkins Glen Drive, Monaco Way, Imola Drive, the easterly portion of Laguna Seca Lane, and the southerly portion of Monza Street at Riverside Drive. These Planning Areas add Racetrack Recreational Units, which are consistent with the CD: MU land use designation because they facilitate the coexistence of compatible uses to be developed on the same site. The project has been designed to be integrated into the existing plan and built environment which corresponds to the vision of the MU land use designation. In addition, the proposal also refines the permitted and conditionally permitted uses to reflect the mixed-use environment of this area of the Kohl Ranch Specific Plan. Therefore, the proposed amendment to the Specific Plan will remain consistent with the uses identified in the MU, is consistent with the County General Plan, and will not conflict with any General Plan Land Use policies.

2. The project site zoned Specific Plan (SP). The SP zone refers to the adopted Kohl Ranch Specific Plan (SP No. 303) and zoning ordinance for zoning and development standards. The project site is specifically located within Planning Area E-2. The Project is consistent with Specific Plan No. 303, as amended, because the zoning classification further defines the intent of the MU land use designation, which allows a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses as planned. The proposed change of zone is to add an additional land use, Racetrack Recreational Units, to the allowed uses under SP No. 303. Racetrack Recreational Units are recreational uses, which are already recognized as appropriate for the affected area by SP No. 303, and are very similar to Founder's Lots, a use already conditionally permitted within portions of the Specific Plan area. In addition, the proposal also makes further refinements to the permitted and conditional permitted uses of this area of the Kohl Ranch Specific Plan which is also consistent with the Specific Plan as a recreational use in the

MU. Racetrack recreational Units are considered a non-residential, recreational use identified as a member villa accessible 24 hours a day, seven days a week. The Racetrack Recreational Units provides a private space for a Thermal Club members to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. The unit would be restricted from permanent residency, and has limitations imposed by the club for duration of stays. Because the Racetrack Recreational Units do not qualify as residential uses, their addition, and the other corresponding proposed changes, is consistent with the Specific Plan and the amount of residential uses potentially permissible within the plan area.

Overrule of ALUC Inconsistency Findings:

As discussed above, on December 14, 2017, ALUC determined Amendment No. 4 to SP No. 303 to be inconsistent with the ALUCP. Pursuant to Section 21676.5 of the California Public Resources Code, the Board of Supervisors may overrule ALUC's inconsistency determination if, after a public hearing, it makes findings that the Project is consistent with the purposes set forth in Public Utilities Code section 21670. On March 27, 2018, the Board held a public hearing on the Project and ALUC's determination and directed staff to prepare findings and conclusions to override ALUC's inconsistency determination County staff accordingly prepared the findings and conclusions were circulated for a 30-day review and comment period to the California Department of Transportation Agency, Division of Aeronautics and ALUC (Attachment C). These findings and conclusions, outlined in Resolution No. 2018-199, have been included in the recommendation, and would facilitate Change of Zone No. 7952 and Specific Plan No. 303, Amendment No. 4. Resolution No. 2018-199 concludes that the proposal will not expose the public to excessive noise or safety hazards, since the units will not be occupied permanently and for extended amounts of time. These circumstances and conclusions, under Policy 3.3.6, demonstrate why the Board of Supervisors should overrule ALUC'S determination of inconsistency. Upon the approval of Resolution 2018-199 the Board overrules ALUC's inconsistency determination and finds that the proposed project is consistent with the purposes of the Public Utilities Code.

Other Findings:

Change of Zone No. 7952 and Specific Plan No. 303, Amendment No. 4 is a proposal to create two new Planning Areas within the Kohl Ranch Specific Plan that would also include an additional conditionally permitted land use called Racetrack Recreational Units. The specific intent of the changes to the Specific Plan and zoning are to accommodate overnight occupancy within the Racetrack Recreational Units in new Planning Areas E-2A and E-2B. The change will not permit permanent residency as limitations have been added to the conditions of approval that will regulate sequential overnight occupancy. The proposed Project is subject to the following findings:

2. The new Planning Areas E-2A and E-2B are subareas of Planning Area E-2. These Planning Areas have been created to distinguish between Units that would be allowed for overnight occupancy, and Units where overnight occupancy are prohibited. In addition, the proposal also refines the permitted and conditional permitted uses to reflect the mixed-use environment of this area of the Kohl Ranch Specific Plan. The additional Planning Areas will not create new construction opportunities, or increase the unit count from what is already approved in Planning Area E-2. The existing and proposed zoning for the subject site would remain Specific Plan. Therefore, the new Planning Areas E-2A and E-2B will be consistent with the Kohl Ranch Specific Plan.

3. The proposed change of zone and SP amendment would not be detrimental to the health, safety, or general welfare of the community, because the proposed change in zoning classification will not result in a physical change to the site. The site will continue to be utilized as a private racing club, with no new construction proposed that was not previously approved. Furthermore, Resolution 2018-199 concludes that the proposal will not expose the public to excessive noise or safety hazards and that the Board of Supervisors should overrule ALUC'S determination of inconsistency.

4. The proposed change of zone and SP amendment is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, because no new development will occur on the project site as a result of this action. The project will only change the specific plan text and zoning ordinance for the project site. Addendum No. 8 to previously adopted EIR No. 396, in accordance with the guidelines set forth in CEQA, determined that no new impacts would occur for the proposed project. Any future projects will be reviewed in accordance to Ordinance No. 348, the Kohl Ranch Specific Plan, and the General Plan and would be subject to CEQA.

5. The proposed project is compatible with surrounding land uses, as the surrounding land uses consist of vacant land, agricultural development, Thermal Motorclub Race Track and the Jacqueline Cochran Regional Airport. Therefore the change of zone will not result in an incompatible land use or an incompatibility with the General Plan Land Use Designation as for mentioned in the General Plan Findings above. The project site will continue to be utilized for racetrack recreation and will remain consistent with the uses identified in the MU and will not conflict with any General Plan Land Use policies.

6. The project is not located within the sphere of influence of any city.

7. The Specific Plan Amendment was subject to Native American Consultation in accordance with SB 18. Consultations with the Torres Martinez-Tribe were held. The Torres-Martinez Tribe expressed no concerns about the proposed amendment to the Specific Plan.

8. The project site is located within Zone B of the Mount Palomar Observatory Lighting Zone boundary (approximately 42.4 miles southwest of the project site is the Mt. Palomar Observatory), as identified by Ordinance No. 655 (Mt. Palomar). The project is required to comply with all lighting standards specified within Ordinance No. 655, pursuant to Zone B. However, no new building or lighting is proposed at this time.

9. All conditions of approval and mitigation measures for Specific Plan No. 303 and subsequent approved amendments continue to apply, and the new Advisory Notifications and Conditions of Approval are in addition to the existing conditions of approval.

PUBLIC HEARING NOTIFICATION AND OUTREACH

Public hearing notices were mailed on October 25, 2018 to property owners within 2,400 feet of the proposed project site for the November 6, 2018 Board of Supervisor's Public Hearing. As of the writing of this report Planning Staff has not received written communication/phone calls who indicated support and/or opposition to the proposed project.

CONCLUSION

For the reasons discussed above, the proposed project conforms to all the requirements of the General Plan, all requirements of SP No. 303, and with all applicable requirements of State law and the ordinances of Riverside County. Moreover, the proposed project would not be detrimental to the health, safety or general welfare of the community.



**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**

December 28, 2017

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Steven Stewart
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STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

Mr. Charles Rangel, Contract Planner
Riverside County Planning Department
77-588 El Duna Court, Suite H
Palm Desert CA 92211

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1039TH17

Related File No.: SP00303A4 (Specific Plan No. 303 [Kohl Ranch], Amendment No. 4) and CZ07952 (Change of Zone)

APNs: multiple parcels in Assessor's Book 759

Dear Mr. Rangel:

On December 14, 2017, the Riverside County Airport Land Use Commission (ALUC) found County of Riverside Case No. SP00303A4, a proposal to amend the Kohl Ranch Specific Plan (most notably the Executive Summary, Project-Wide Planning Standards, and Land Use, Planning & Development sections) by defining and establishing a new use category, "racetrack recreational units," as a permitted land use within Planning Area E-2 located in the portion of the Specific Plan northerly of Avenue 62 within the "Thermal Club," **INCONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006, on the basis that the proposal would result in an exceedance of the permissible numbers of dwelling units within the portion of the property within Compatibility Zone C, which limits residential density to one dwelling unit per five acres.

On December 14, 2017, ALUC also found County of Riverside Case No. CZ07952, a proposal to revise the Kohl Ranch Specific Plan zoning ordinance text in accordance with the above-referenced Specific Plan Amendment, **INCONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006, for the reason cited above.

If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

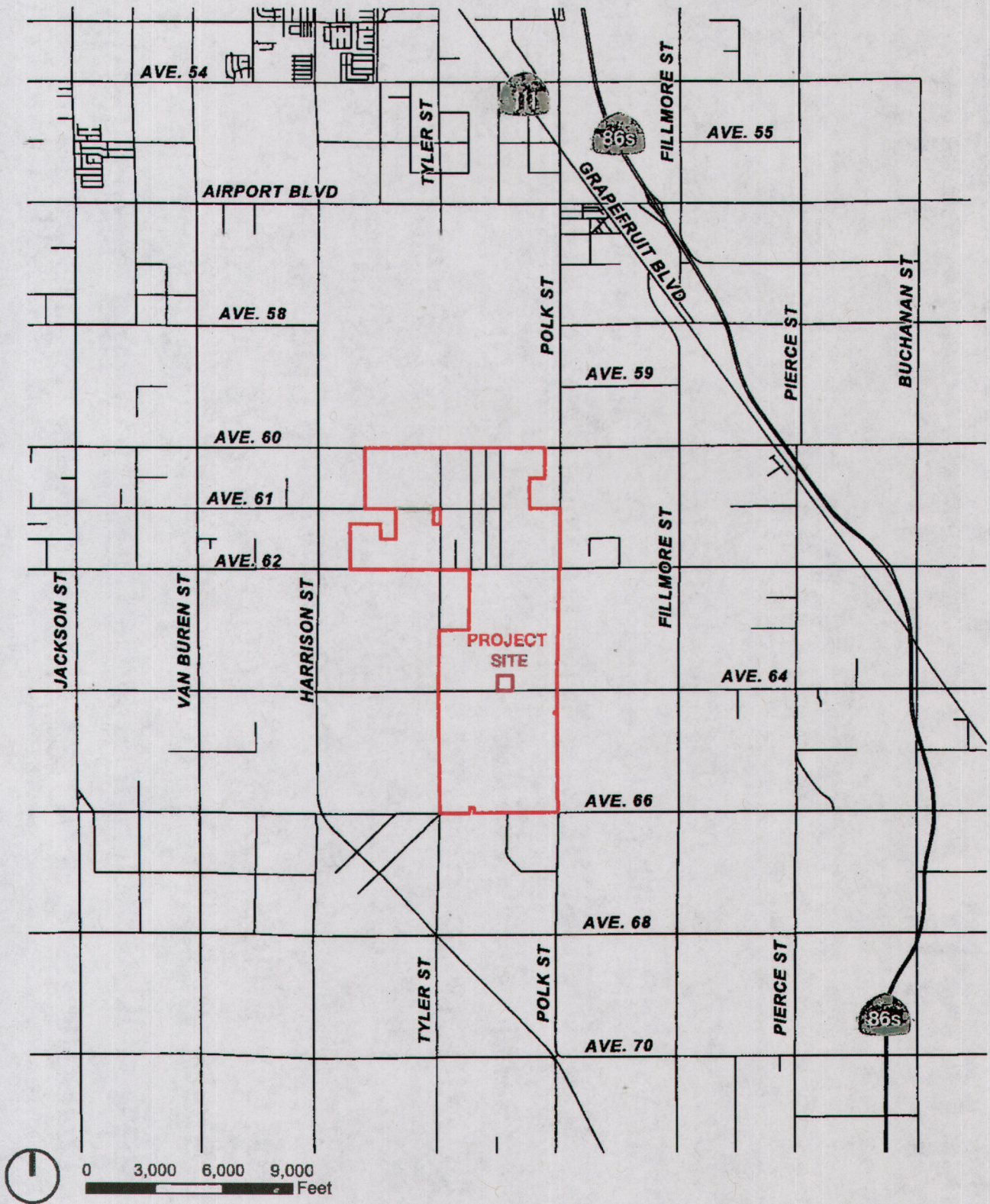
cc: Tim Rogers, Thermal Club/Thermal Operating Company, LLC/JTM Land Company (applicant/property owner)
Thermal Motorsports Club (Woodland Hills address)
Bruce Davis, Melissa Perez, and Fayres Hall, Albert A. Webb Associates (representatives)
Emily Webb, Rutan & Tucker (addl. Representative)
Tim Miller, Riverside County EDA - Aviation

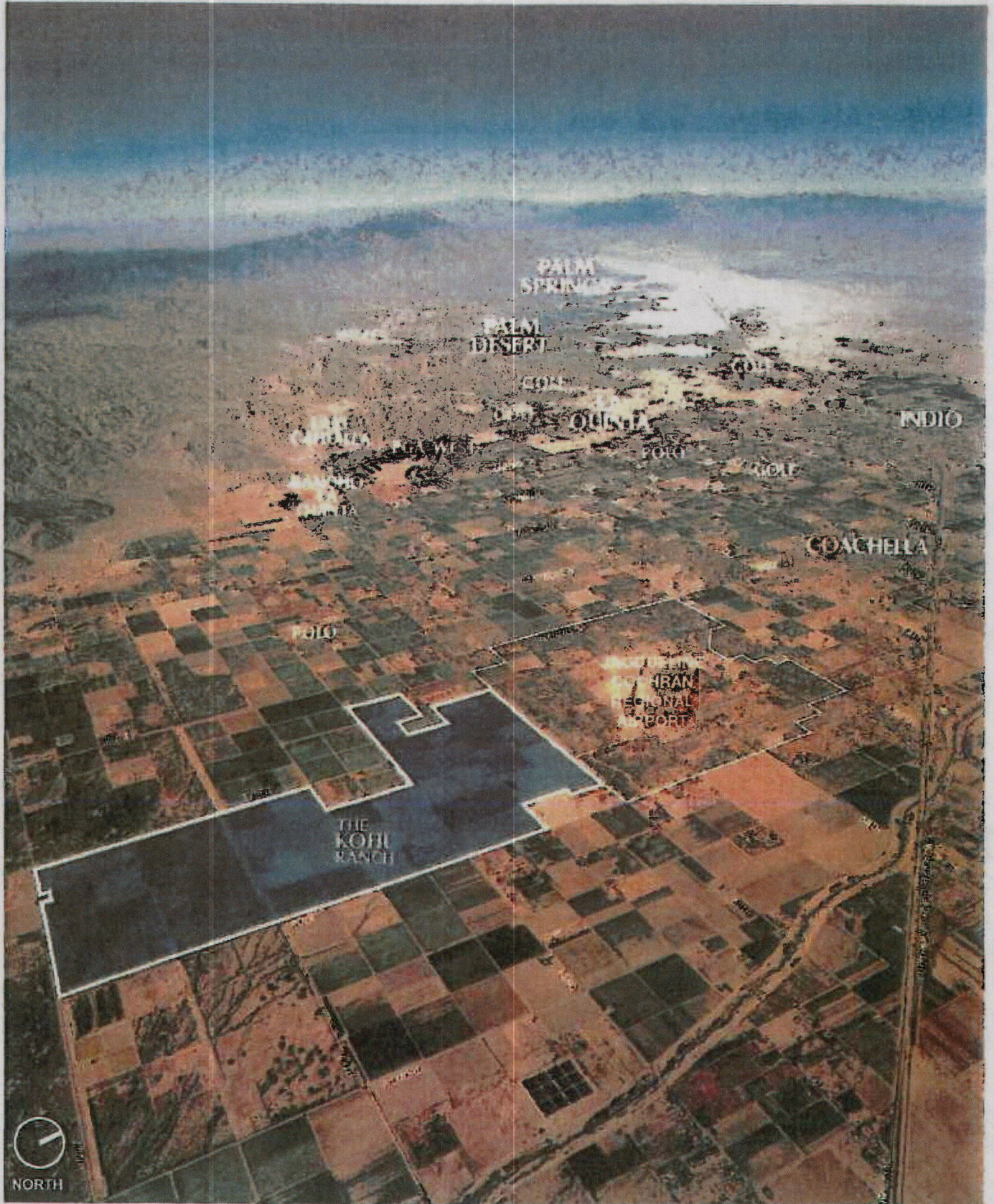
Richard Welsh (concerned citizen)
ALUC Case File

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NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



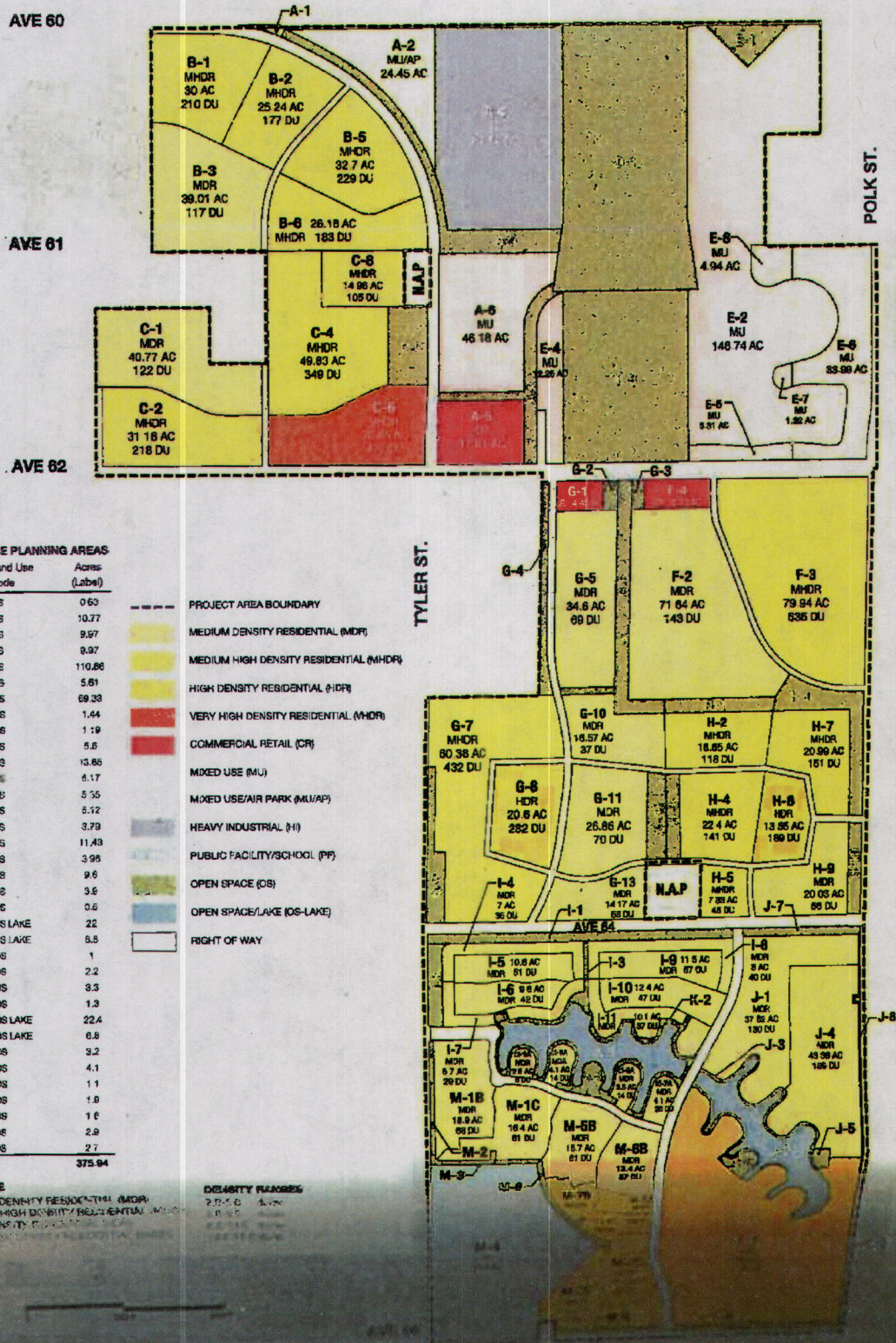




Norman St

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Google



LEGEND

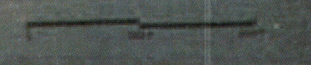
OPEN SPACE PLANNING AREAS

Planning Area	Land Use Code	Acres (Lbsa)
A-1	OS	0.63
A-3	OS	10.77
A-7	OS	9.97
C-6	OS	9.97
D-1	OS	110.86
E-1	OS	5.61
E-3	OS	69.33
G-2	OS	1.44
G-3	OS	1.19
G-4	OS	5.6
G-9	OS	13.66
G-9	OS	6.17
G-12	OS	5.55
H-1	OS	5.12
H-3	OS	3.79
H-6	OS	11.43
H-10	OS	3.96
I-1	OS	9.6
I-2	OS	3.6
I-3	OS	0.6
J-2	OS LAKE	22
J-3	OS LAKE	6.5
J-8	OS	1
J-8	OS	2.2
J-7	OS	3.3
J-8	OS	1.3
K-1	OS LAKE	22.4
K-2	OS LAKE	6.8
K-3	OS	3.2
L-2	OS	4.1
L-3	OS	1.1
M-2	OS	1.8
M-3	OS	1.6
M-6	OS	2.9
M-9	OS	2.7
TOTAL		375.94

- PROJECT AREA BOUNDARY
- MEDIUM DENSITY RESIDENTIAL (MDR)
- MEDIUM HIGH DENSITY RESIDENTIAL (MHDR)
- HIGH DENSITY RESIDENTIAL (HDR)
- VERY HIGH DENSITY RESIDENTIAL (VHDR)
- COMMERCIAL RETAIL (CR)
- MIXED USE (MU)
- MIXED USE/AIR PARK (MU/AP)
- HEAVY INDUSTRIAL (HI)
- PUBLIC FACILITY/SCHOOL (PF)
- OPEN SPACE (OS)
- OPEN SPACE/LAKE (OS-LAKE)
- RIGHT OF WAY

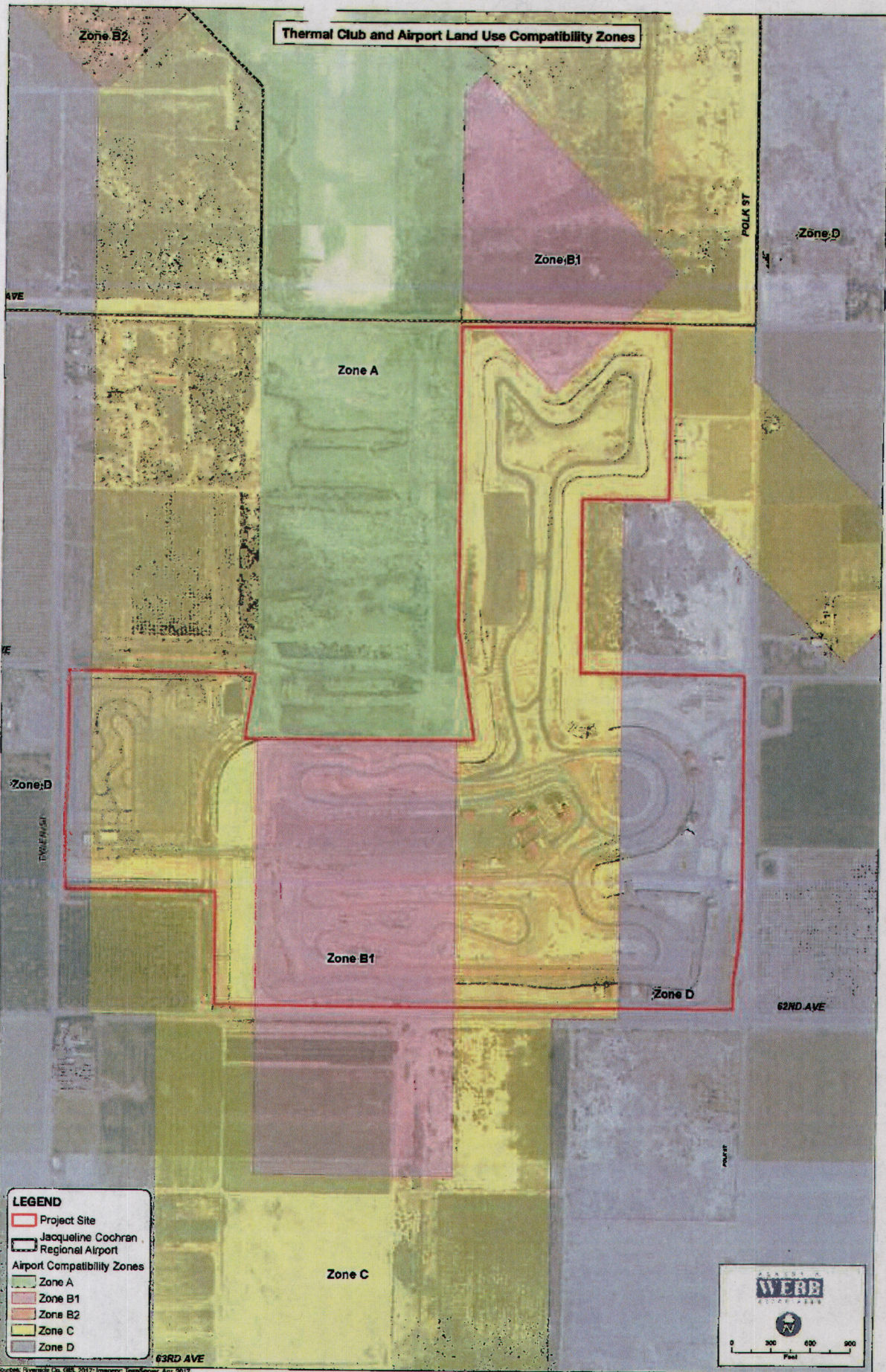
LAND USE
 MEDIUM DENSITY RESIDENTIAL (MDR)
 MEDIUM HIGH DENSITY RESIDENTIAL (MHDR)
 HIGH DENSITY RESIDENTIAL (HDR)
 VERY HIGH DENSITY RESIDENTIAL (VHDR)

DENSITY RANGES
 2.0-5.0 DU/AC
 1.0-2.0 DU/AC
 3.0-5.0 DU/AC
 10.0-20.0 DU/AC



THE KOHL RANCH

Thermal Club and Airport Land Use Compatibility Zones

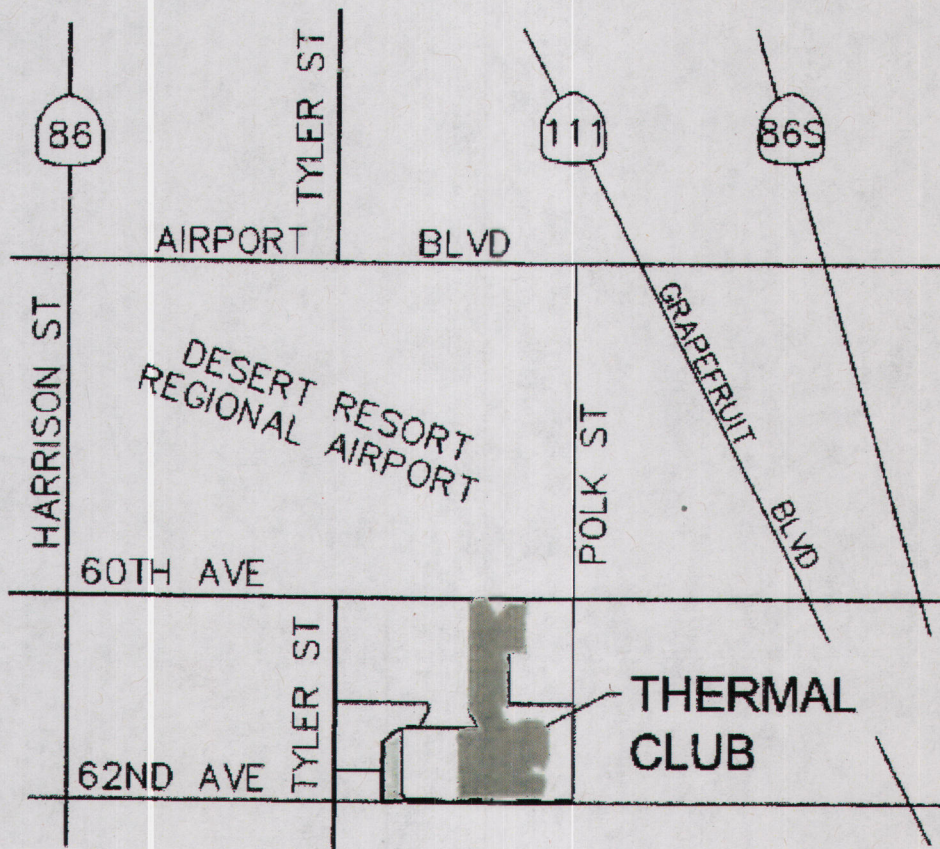


LEGEND

- Project Site
- Jacqueline Cochran Regional Airport
- Airport Compatibility Zones**
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D


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 Feet

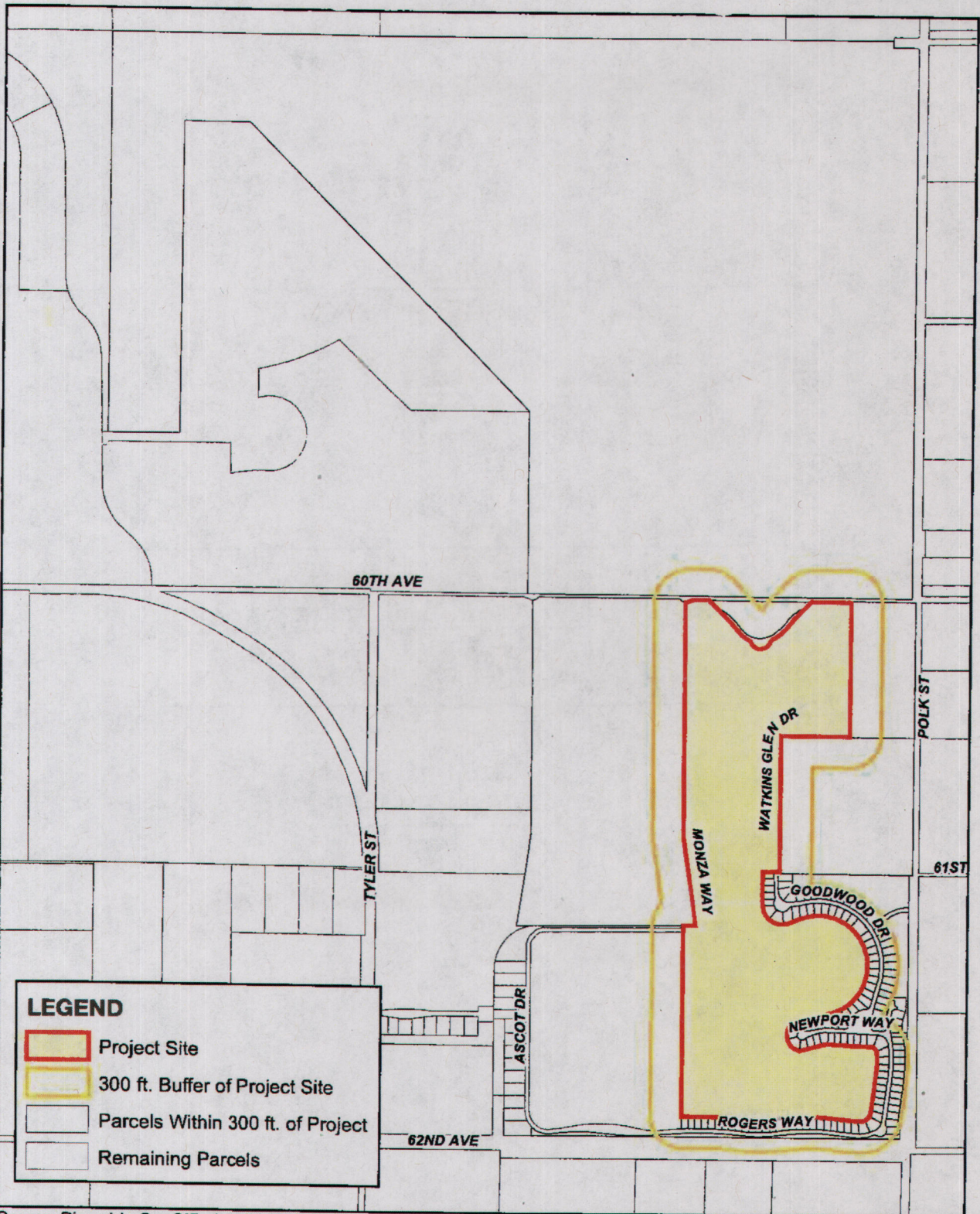
SOURCE: FERNANDA CORRAL, Aerial, MapServer, Apr. 2017.
 SOURCE: FERNANDA CORRAL, Aerial, MapServer, Apr. 2017.



VICINITY MAP

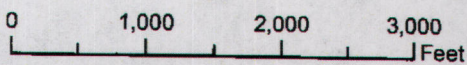
NTS

G:\2016\16-0066\GIS\Parcels_300_ThermalOvernights.mxd; Map created 27 Sep 2017



Source: Riverside Co. GIS, July 2017.

Parcels Within 300 ft. of Project Thermal Overnight Stays



EXCERPT: SUBSTANTIVE AMENDMENTS TO TEXT OF SPECIFIC PLAN
(ADDED TEXT UNDERLINED, DELETED TEXT IN ~~STRIKETHROUGH~~)

1.2.3 Proposed Changes to Specific Plan No. 303

The Kohl Ranch Specific Plan No. 303, Amendment ~~3-4 (SPA3SPA4)~~ is a result of a change in land use allowances located in the northeasterly area of the project site (specifically Planning Area E-2). ~~SPA3 SPA4~~ includes the addition of ~~outdoor film studios, and racing facility related residential racetrack recreational uses and live/work units~~ as allowable land uses under the new Mixed Use land use designation for Planning Area E-2, ~~update of the zoning ordinance, adjustments to the design guidelines for the Mixed Use land use designation, and a more detailed specific plan implementation and administrative processing discussion.~~ Existing planning area E-2 has been divided into five new planning areas: E-2, E-5, E-6, E-7, and E-8. Existing planning areas A-8 and E-4 will be combined to create one planning area (E-4). Planning areas A-6, E-2, E-4, E-5, E-6, E-7, and E-8 will be designated Mixed Use to identify and describe land use restrictions and conditions relative to ALUC safety zones, and identify the special development needs related to a motor sports racing park. An adjustment has been made to the zoning ordinance through a change of zone (~~CZ07852 CZXXXX~~), and is reflected in this Specific Plan document, ~~to define and include horizontal and vertical mixed use development and outdoor film studio uses to the Mixed Use designation.~~

~~Target densities have been adjusted for planning areas F-2, G-5, G-10, G-11, H-2, and H-4 to allow for mixed use residential units in planning areas E-5, E-6, E-7, and E-8 so as not to exceed the maximum unit count of 7,171.~~

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1.2.4 Project Overview

The Kohl Ranch Specific Plan Amendment ~~3-4~~ consists of a balanced array of land uses including residential, business, commercial, industrial, open space/recreation, and public facilities as depicted in Figure 1-4, Land Use Plan and 1-5). Both living and working opportunities will be available within the project. The residential portion includes target of 7,162 dwelling units but with a maximum not exceed 7,171 dwelling units distributed among four different density classifications on 1,140.29 acres, with a gross residential density of 4.03 dwelling units per acre³. Although the maximum density and the total number of dwelling units within the high density and very high density residential designations can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code. Approximately 375.94 acres of open space provide for passive and active recreation, including trails and parks. The plan also allows for the development of large-scale recreational uses such as a golf course and a motor sports race track, which are identified as allowable land uses.

³ The overall gross density for residential areas was determined by dividing the total number of dwelling units by the acreage devoted to residential land uses, open space, public facilities, and local residential streets. The gross density—if determined by dividing the total number of dwelling units by the residential acreage—is 6.28. This density is reduced to 3.31, if the total site acreage is used.

Table 1-A, Land Use Diagram Statistical Summary

Land Use	Acreage	Percent of Total	Percent of Developable Area ¹	Target Dwelling Units
RESIDENTIAL				
Medium Density Residential (MDR)	501.33	23.2	32.8	1,652
Medium High Density Residential (MHDR)	467.76	21.6	30.6	3,245
High Density Residential (HDR)	140.35	6.5	9.2	1,629
Very High Density Residential (VHDR)	30.85	1.4	2.0	477
Total Residential	1,140.29	52.7	74.7	7,003
INDUSTRIAL				
Heavy Industrial (HI)	81.17	3.8	5.3	
Total Industrial	81.17	3.8	5.3	
BUSINESS				
Mixed Use/Air Park (MU/AP)	24.45	1.1	1.6	
Mixed Use	252.73	11.7	16.6	159 ³
Total Business	277.18	12.8	18.2	159³
COMMERCIAL				
Commercial-Retail (CR)	28.27	1.3	1.9	
Total Commercial	28.27	1.3	1.9	
OTHER				
Open Space (OS)	375.94	17.4		
Public Facilities/Schools (PF)	84.30	3.9		
Right-of-Way (ROW)	175.50	8.1		
Total Other	641.44	29.6		
TOTAL	2,162.65	100%	100%	7,162

1. Assumes total of 1,526.91 acres of developable land. This does not include land uses in "other" category.
2. The ROW acreage includes local streets, which are not depicted on the Land Use Plan.
3. This number represents a maximum rather than a target.

Table 1-B. Land Use Summary by Planning Area

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
A-1	Open Space (OS)		0.63	
A-2	Mixed Use/Air Park (MU/AP)		24.45	
A-3	Open Space (OS)		10.77	
A-4	Heavy Industrial (HI)		81.17	
A-5	Commercial Retail (CR)		17.61	
A-6	Mixed Use (MU)		46.18	
A-7	Open Space (OS)		9.97	
A-8	Heavy Industrial (HI)		6.55	
B-1	Medium High Density Residential (MHDR)	210	30	5.0-8.0
B-2	Medium High Density Residential (MHDR)	177	25.24	5.0-8.0
B-3	Medium Density Residential (MDR)	117	39.01	2.0-5.0
B-5	Medium High Density Residential (MHDR)	229	32.70	5.0-8.0
B-6	Medium High Density Residential (MHDR)	183	26.18	5.0-8.0
C-1	Medium Density Residential (MDR)	122	40.77	5.0-8.0
C-2	Medium High Density Residential (MHDR)	218	31.16	5.0-8.0
C-4	Medium High Density Residential (MHDR)	349	49.83	5.0-8.0
C-5	Open Space (OS)		9.97	
C-6	Very High Density Residential (VHDR)	477	30.85	14.0-20.0
C-8	Medium High Density Residential (RM)	105	14.96	5.0-8.0
D-1	Open Space (OS)		110.66	
E-1	Open Space (OS)		5.61	
E-2 ¹	Mixed Use (MU)		148.74	
E-3	Open Space (OS)		69.33	
E-4	Mixed Use (MU)		12.25	
E-5	Mixed Use (MU)	19 ¹	5.31	
E-6	Mixed Use (MU)	120 ¹	33.99	
E-7	Mixed Use (MU)	5 ¹	1.32	
E-8	Mixed Use (MU)	15 ¹	4.94	
F-2	Medium Density Residential (MDR)	158	71.64	2.0-5.0

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
M-7C	Medium High Density Residential (MDR)	32	5.9	5.0-8.0
M-7D	Medium High Density Residential (MDR)	82	15.1	5.0-8.0
M-7E	Medium High Density Residential (MHDR)	82	15.5	5.0-8.0
M-8	Open Space (OS)		2.9	
M-9	Open Space (OS)		2.7	
Right-of-Way			175.50	
TOTAL		7,161	2,162.65	-

Note: Planning Areas B-4, B-7, C-3, and C-7 have been intentionally left out.

1. This number represents a maximum, rather than a target.
 1-2. This planning area allows for 119 racetrack recreational units.

The business, commercial, and industrial land use categories will comprise 277, 28, and 81 acres, respectively. Commercial areas will serve the Kohl Ranch project as well as neighboring communities. Business and industrial uses will be oriented toward the Jacqueline Cochran Regional Airport as well as larger regional markets, and are intended to provide employment opportunities to project area residents. The land uses proposed for the Kohl Ranch Specific Plan are described in **Figure 1-5, Land Use Plan** and are briefly summarized in **Table 1-A**, above.

Table 3.1-A, Land Use Plan Statistical Summary

Land Use	Acreage	Percent of Total	Percent of Developable Area ¹	Target Dwelling Units
RESIDENTIAL				
Medium Density Residential (MDR)	501.33	23.2	32.8	1,652
Medium High Density Residential (MHDR)	467.76	21.6	30.6	3,245
High Density Residential (HDR)	140.35	6.5	9.2	1,629
Very High Density Residential (VHDR)	30.85	1.4	2.0	477
Total Residential	1,140.29	52.7	74.7	7,003
INDUSTRIAL				
Heavy Industrial (HI)	81.17	3.8	5.3	
Total Industrial	81.17	3.8	5.3	
BUSINESS				
Mixed Use/Air Park (MU/AP)	24.45	1.1	1.6	
Mixed Use	252.73	11.7	16.6	159 ³
Total Business	277.18	12.8	18.2	159³
COMMERCIAL				
Commercial Retail (CR)	28.27	1.3	1.9	
Total Commercial	28.27	1.3	1.9	
OTHER				
Open Space (OS)	375.94	17.4		
Public Facilities/Schools (PF)	84.30	3.9		
Right-of-Way (ROW)	175.5	8.1		
Total Other	641.44	29.4		
TOTAL	2,162.65	100%	100%	7,162

1. Assumes total of 1,526.91 acres of developable land. This does not include land uses in "other" category.
2. The ROW acreage includes local streets, which are not depicted on the Land Use Plan. See **Figure 3.1-2, Circulation Plan**.
3. This number represents a maximum, rather than a target.

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
E-2 ²	Mixed Use (MU)		148.74	
E-3	Open Space (OS)		69.33	
E-4	Mixed Use (MU)		12.25	
E-5	Mixed Use (MU)	19 ¹	5.31	
E-6	Mixed Use (MU)	120 ¹	33.99	
E-7	Mixed Use (MU)	5 ¹	1.32	
E-8	Mixed Use (MU)	15 ¹	4.94	
F-2	Medium Density Residential (MDR)	158	71.64	2.0-5.0
F-3	Medium High Density Residential (MHDR)	635	79.94	5.0-8.0
F-4	Commercial Retail (CR)		6.23	
G-1	Commercial Retail (CR)		4.43	
G-2	Open Space (OS)		1.44	
G-3	Open Space (OS)		1.19	
G-4	Open Space (OS)		5.6	
G-5	Medium Density Residential (MDR)	69	34.6	2.0-5.0
G-6	Open Space (OS)		13.65	
G-7	Medium High Density Residential (MHDR)	432	60.38	5.0-8.0
G-8	High Density Residential (HDR)	282	20.6	8.0-14.0
G-9	Open Space (OS)		6.17	
G-10	Medium Density Residential (MDR)	37	18.57	2.0-5.0
G-11	Medium Density Residential (MDR)	70	26.86	2.0-5.0

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
M-4	Public Facility (PF)		84.3	
M-5A	Medium Density Residential (MDR)	14	4.1	2.0-5.0
M-5B	Medium Density Residential (MDR)	61	15.7	2.0-5.0
M-6A	Medium Density Residential (MDR)	14	3.8	2.0-5.0
M-6B	Medium Density Residential (MDR)	57	13.4	2.0-5.0
M-7A	Medium Density Residential (MDR)	20	4.1	2.0-5.0
M-7B	Medium High Density Residential (MHDR)	56	11	5.0-8.0
M-7C	Medium High Density Residential (MHDR)	32	5.9	5.0-8.0
M-7D	Medium High Density Residential (MHDR)	82	15.1	5.0-8.0
M-7E	Medium High Density Residential (MHDR)	82	15.5	5.0-8.0
M-8	Open Space (OS)		2.9	
M-9	Open Space (OS)		2.7	
Right-of-Way			175.5	
TOTALS		<u>7,162</u>	<u>2,162.65</u>	

Note: Planning Area's B-4, B-7, C-3 and C-7 have been intentionally left out.

1. This number represents a maximum rather than a target.

1-2. This planning area allows for 110 racetrack recreational units

**Mixed Use**

The Mixed Use designation is located in the northernmost portion of the project site, just south of the Jacqueline Cochran Regional Airport. Approximately 252.73 acres are devoted to this land use. The purpose of this designation is to accommodate a wide range of land uses including office, service, commercial, airport-related, incubator business, mixed-use residential units, very light industrial, and large scale recreational development. The intent is to: 1) complement expansion plans for the Jacqueline Cochran Regional Airport by providing needed services and commercial uses located near the Tyler Street airport entrance; 2) devise standards that encourage combinations of uses such as office/sales/storage/assembly; 3) provide support services for business and industrial uses in the project area; and 4) provide standards unique to development of large scale recreational use.

In addition to General Commercial and Manufacturing-Heavy development, additional uses within the Mixed Use/Air Park land use designation may include such uses as above ground natural gas storage less than 6,000 gallons; aerial service businesses including advertising, photography and tours; aircraft equipment sales, service and repair; contractor storage yards; aircraft taxiways; aviation equipment assembly; breweries, distilleries and wineries; catering services/flight kitchens; community centers; computer and office equipment sales, service, repair and assembly; conference facilities; convenience stores; country clubs; dry cleaners; emergency and urgent care medical facilities; facilities for research and development of precision components and products; flight schools; hospitals; hotels and motels; ice houses; intermodal cargo transfer facilities; jewelry manufacture and repair; 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, racetrack recreational units, clubhouse, tuning shop, observation tower, museum, vehicle display areas, underground fuel storage and ancillary uses in support thereof; libraries; 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 and repair of refrigeration and heating equipment; manufacture of bicycles; manufacture of confectionery products; manufacture of dairy products, not including dairies; manufacture of furniture and fixtures, including cabinets, partitions, and similar small items; manufacture of grain and bakery products; manufacture of cutlery, tableware, hand tools and hardware; manufacture of non-alcoholic beverages; manufacture of office and computing machines; manufacture of plumbing and heating items; manufacture of wearing apparel and accessories; manufacture, assembly, testing and repair of components, devices, equipment and systems of an electrical, electronic, or electro-mechanical nature; outdoor film studio; paper storage and recycling within a building; parcel delivery services; public parks and public playgrounds; religious institutions; rental car agencies including the storage of rental cars; research and development facilities for biomedical, chemical, electronic, mechanical and other scientific purposes; research and manufacture of drugs and pharmaceuticals; schools; warehousing and distribution; water wells and appurtenant facilities. Section 2 - Specific Plan Zoning Ordinance provides an approved list of allowable uses.

Due to the unique nature of large scale recreational development north of Avenue 62, the Mixed Use designation allows for two or more different types of uses contiguous to one another, planned as a unit. For instance, with racetrack development north of Avenue 62, certain



3.2.5 Neighborhood E

Neighborhood E is situated in the northeastern corner of the project site and is bounded by Jacqueline Cochran Regional Airport and Avenue 60 on the north, Polk Street on the east, and Avenue 62 on the south as depicted in **Figure 3.2-6, Neighborhood E**. This neighborhood has a strong regional orientation as a result of its excellent access to the regional circulation system and to Jacqueline Cochran Regional Airport. The neighborhood also looks eastward by virtue of its potential connection to the proposed interchange at Avenue 62 and the new Highway 86, just a few miles to the east. Primary access is provided by Polk Street, Avenue 60 and Avenue 62. The land uses proposed in this 281.49-acre neighborhood include mixed-use (206.55 acres), and open space (74.94 acres).

A racetrack has been approved for this neighborhood with its own separate set of conditions of approval and design manual for features specific to its development. The open space in the northeastern portion of the neighborhood responds to airport-related constraints, and will become part of the larger recreational land use.

Land designated for mixed use development abutting the airport property offers the potential for airport uses to extend southward into the site. This area also has potential for rail service to be provided from the north via a rail spur from the Southern Pacific main line. In addition to the jobs that could be created by heavy industry, Neighborhood E allows for a large-scale recreational use such as a motor sports race track which will also create jobs. Agricultural operations to the east of Polk Street offer the potential for development of compatible agriculture-related uses on the property. A Major Entry is located at the intersection of Polk Street and Avenue 62.

NEIGHBORHOOD E PLANNING STANDARDS

- (1) Portions of Neighborhood E are constrained by the OSZ and ETZ airport safety zones as reflected in **Figure 3.1-13, Airport Zones**. Additionally, the neighborhood is located within Zones B1, C, and D of the CLUP as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan. As Neighborhood E allows for mixed-use residential uses in designated planning areas, **Figure 3.2-6A, Neighborhood E Mixed Use Residential Lots**, identifies which lots within those planning areas allow for such use. Where a residential lot overlaps two airport land use compatibility zones, the least restrictive zone policy applies. For example, Lot 55 on Figure 3.2-6A lies within both Zone C and D. Because Zone D is the less restrictive zone, Zone D ALUC policies apply.
- (2) Avenue 62-Tyler Street provides access to Planning Areas E-2, E-3, E-4, E-5, E-6, E-7, and E-8 until such time as access is developed as part of through Planning Area A-6.
- (3) Avenue 60 provides access to Planning Area E-1 and E-2.
- (4) Polk Street provides access to Planning Area E-2, E-5, E-6, E-7, and E-8.
- (5) A Major Project Entry is located at Avenue 62-Tyler Street and Polk Street to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- ~~(6) A Special Intersection Detail is located at "C" Street and Avenue 62 to be developed in accordance with Figures 3.4-5, Intersection Detail.~~
- ~~(7)~~(6) Polk Street will be developed in accordance with **Figure 3.4-9, Arterial Streetscape 2 – Polk Street Streetscape 2A**.
- ~~(8)~~(7) Avenue 62 will be developed in accordance with **Figure 3.4-6, Expressway Streetscape**, with the exception of the ETZ in which no trees are to be planted.
- ~~(9)~~(8) A large-scale recreational use such as a motor sports race track is a permitted land use in seven of the eight planning areas as defined in Section 2 – Specific Plan Zoning Ordinance.



~~(10)~~(9) The north side of Avenue 62 will be developed as depicted in **Figure 3.1-10, Public Facilities** in accordance with **Figure 3.4-20, Avenue 62 Trail**.

~~(11)~~(10) The west side of Polk Street will be developed with a Class II Bike Path as described **Figure 3.1-10, Public Facilities**.

**NEIGHBORHOOD E PLANNING AREAS****E-1: OPEN SPACE**

Planning Area E-1 provides for the development of 5.61 acres of open.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area E-1 is located within Zone B1 of the Jacqueline Cochran Regional Airport CLUP and the ETZ and OSZ airport safety zones. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Large-scale recreational uses such as a motor sports race track are permitted uses in this planning area.
- (3) Planning Area E-1 is accessed from Avenue 60.
- (4) Large-scale recreational uses such as a golf course and a motor sports race track are permitted uses in this planning area.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

E-2: MIXED USE

Planning Area E-2 provides for the development of 148.74 acres of mixed-use nonresidential development.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area E-2 is located within Zone C of the Jacqueline Cochran Regional Airport CLUP. This planning area will comply with all applicable restrictions and requirements of that zone.
- (2) Access to Planning Area E-2 is from Tyler and Polk Streets.
- (3) The edge treatment for the interface between the planned mixed use and adjacent open space is illustrated in **Figure 3.4-28, Airpark Drainage Buffer**. If the race track is developed, the edge treatment will be as described in **Figure 3.4-24, Golf Course/Racetrack Edge Condition**.
- (4) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) Large-scale recreational uses such as a motor sports race track are permitted uses in this planning area including racetrack recreational units as defined below. ~~Signage shall be posted that overnight occupancy is prohibited in non-residential structures.~~
- (6) Standards for Racetrack Recreational Unit development:
 - a. A maximum of 110 racetrack recreational units with minimum lot sizes of 7,000 square feet, as defined in Section 2-Specific Plan Zoning, may be provided in Planning Area E-2.
 - b. No buffer is required for uses contiguous to this Planning Area.
 - c. Standard Setbacks
 - i. No minimum setback is required from any private street.
 - ii. Front Yard: 30-foot minimum
 - iii. Rear Yard: No minimum



iv. Side Yard: 5-feet.

d. Structures must provide vehicle storage area on the ground floor of structure and may include the following:

Garage Level (1st Floor):

- Cars
- Lifts
- Work areas
- Storage
- Mechanical
- Main Entry
- Half baths
- Bath with locker rooms
- Washer/dryer area
- Elevator
- Stairs
- Media Room
- Kitchenette area

Second Level (and/or mezzanine):

- Elevator
- Stairs
- Storage
- Mechanical
- Bedrooms and closets
- Bath area
- Laundry
- Family Room/Game Room
- Kitchen
- Outside Patios
- Outside Planters

Third Level (Main Living Level):

- Bedrooms and Closets
- Bath
- Elevator
- Stairs
- Laundry
- Kitchen
- Dining
- Great Room
- Outside Patios
- Mechanical
- Storage
- Game Room
- BBQ area
- Outside pools and hot tub
- Planters

e. Access to structures shall be from common access areas or corridors

(5)

~~(6)(7)~~ No minimum setback or buffer is required for Planning Area E-2 from adjacent residential uses.

~~(7)(8)~~ An observation tower built within Planning Area E-2 and built as part of a large scale recreational use shall not exceed 70 feet.



- ~~(8)~~(9) 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.
- ~~(9)~~(10) Sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks, and other sporting activities, shall not be permitted.
- ~~(10)~~(11) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- ~~(11)~~(12) Please refer to Section 3.1 – Project Wide Development Standards.