

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No New Impact
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does not increase the site's intensity; only removes the overnight restriction. Thus, the Project will not result in a significant change to transit service impacts or ridesharing. The SunLine Transit Agency Bus Route Map for Line 91, effective September 3, 2017, shows the bus line still serves the Project area. Therefore, no new or substantially increased impacts result from the Project beyond those analyzed by the prior CEQA documents.

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

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

45. Bike Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Source:** EIR-396 Addendum #2 and EIR-396 Addendum #5

**Findings of Fact:**

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

The proposed Project lies within the same area as previously analyzed and will not interfere with the Specific Plan development that will improve bike trails by improving roads surrounding the site. The proposed Project complies with County General Plan roadways and meets Riverside County General Plan objectives by providing for bike routes and bicycle related facilities pursuant to current plans for trails developed for the General Plan update by the Regional Parks and Open Space District. Bike trails along Avenue 62 will be developed in accordance to County ordinances and standard conditions of approval. All mitigation remains in effect. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

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

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

**UTILITY AND SERVICE SYSTEMS Would the Project**

46. Water	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Findings of Fact:**

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

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

**Mitigation:** All mitigation measures related to this issue that were identified in EIR396 Addendum #76 remain in effect as they are not affected by the proposed Project.

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

#### 47. Sewer

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Result in a determination by the wastewater treatment provider that serves or may service the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Source:** EIR-396 Addendum #2 and EIR-396 Addendum #5

#### Findings of Fact:

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

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

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

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

#### 48. Solid Waste

a) Is the Project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Does the Project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact:

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

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

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

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

**49. Utilities**

Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?

a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact:

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

The proposed Project lies within the same area as previously analyzed. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses in the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas and does not increase the site's intensity; only removes the overnight restriction. Thus, all mitigation

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remains in effect. The proposed Project does not result in an overall increase in intensity. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

- f) *EIR396 Conclusion: Threshold did not previously exist, however one of the Riverside County General Plan's objectives related to circulation at the time of EIR396 included encouraging the use of road improvement financing mechanisms which equitably distribute the cost of road improvements. The project was able to show that development of the Kohl Ranch Specific Plan was projected to generate a recurring fiscal surplus to the County so as not to create a significant impact. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project lies within the same area as previously analyzed. The proposed Project will create two new Planning Areas (E-2A and E-2B) that add a racetrack recreational unit to the list of allowable land uses in the Mixed Use land use designation. The use maintains the same intent as all other land uses allowable for Mixed Use and other adjacent Planning Areas and does not increase the site's intensity; only removes the overnight restriction. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by EIR396.

- g) *EIR396 Conclusion: Not analyzed. However, no other governmental services were anticipated so the project would not result in significant impacts.*

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

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

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

#### 50. Energy Conservation

- a) Would the Project conflict with any adopted energy conservation plans?

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

#### Findings of Fact:

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

The proposed Project lies within the same area as previously analyzed and is subject to current Riverside County General Plan policies and requirements regarding energy efficiency. Current

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standards at the time of development may be even more energy efficient. The proposed Project does not result in any impacts beyond what was previously analyzed and all mitigation remains in effect. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

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

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

#### MANDATORY FINDINGS OF SIGNIFICANCE

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 51. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Source:** Project Application Materials, Staff Review

#### Findings of Fact:

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

Implementation of the proposed Project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The proposed Project does not result in any impacts beyond what was previously analyzed and all mitigation remains in effect. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 52. Does the Project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Source:** Project Application Materials, Staff Review

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**Findings of Fact:** *EIR396 Conclusion: Less Than Significant with Mitigation for all thresholds except Soils and Agriculture, Air Quality, Noise, and Libraries; which were found to be Significant and Unavoidable. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The project does not have impacts which are individually limited, but cumulatively considerable as discussed above because there are no changes to the Specific Plan boundaries are being proposed. As a result, the environmental impacts to natural land resources that are associated with the physical boundary of the Project have already been analyzed. For example, potential impacts to agricultural resources, biological resources, cultural resources, geology and soils, hydrology/water quality, and mineral resources would be no greater than the effects that were previously analyzed. Although the proposed Project would add "racetrack recreational unit" as an allowable use under the Mixed Use land use designation, the change will not result in additional dwelling units or intensity than already analyzed in previous CEQA documents, since the racetrack recreational unit structures were previously approved as "Founders Lots" under previously entitlements. As such, the proposed land uses were accounted for in the aggregate unit count that was used to prepare the Water Supply Assessment so the proposed Project would not increase water demand beyond what was previously analyzed. Further, the proposed Project Since no changes to the Specific Plan land uses or to the allowable land uses are being proposed that will not result in any changes to the number of trips per day so impacts from traffic are no worse than what was previously analyzed. Further, because the increase the intensity of the site, the potential impacts to air quality, greenhouse gas, and noise are no worse than those previously analyzed.

As the proposed Project does not result in any impacts beyond what was previously analyzed, all mitigation measures remain in effect and remain appropriate and feasible to the proposed Project. As impacts of the proposed Project are not beyond those previously analyzed, the Project would not contribute to cumulative impacts. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

53. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

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**Source:** Project Application Materials, Staff Review

**Findings of Fact:**

*EIR396 Conclusion: Not specifically addressed in EIR396 because the Environmental Assessment determined the Specific Plan does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly. EIR396 Addendum #'s 1 through 7 determined there to be no impacts beyond what was analyzed in EIR396. EIR396 and EIR396 Addendum #'s 1 through 7 are collectively referred to as "the prior CEQA Documents."*

The proposed Project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. The proposed Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the proposed Project beyond those analyzed by the prior CEQA documents.

**VI. EARLIER ANALYSES**

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

**Earlier Analyses Used, if any:**

Environmental Impact Report 396 (SCH No. 1194112032) certified November 16, 1999

Environmental Impact Report 396-Addendum No. 1 adopted January 28, 2003

Environmental Impact Report 396-Addendum No. 2 adopted June 7, 2011

Environmental Impact Report 396-Addendum No. 3 adopted April 1, 2014

Environmental Impact Report 396-Addendum No. 4 adopted May 19, 2015

Environmental Impact Report 396-Addendum No. 5 adopted March 24, 2015.

Environmental Impact Report 396-Addendum No. 6 adopted July 31, 2017.

Environmental Impact Report 396-Addendum No. 7 adopted March 19, 2018

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

Location: County of Riverside Planning Department  
4080 Lemon Street, 12th Floor  
Riverside, CA 92505

## VII. AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 21083 and 21083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

## VIII. REFERENCES

- COR CAP County of Riverside, *Climate Action Plan*, December 2015. (Available at [http://planning.rctlma.org/Portals/0/genplan/general\\_plan\\_2016/climate\\_action\\_plan/CAP\\_120815.pdf?ver=2016-04-01-101221-240](http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/climate_action_plan/CAP_120815.pdf?ver=2016-04-01-101221-240), accessed August 15, 2018.)
- SUNLINE SunLine Transit Agency, Line 91 dated September 3, 2017. (Available at [https://www.sunline.org/transit\\_routes/route/line91](https://www.sunline.org/transit_routes/route/line91), accessed October 30, 2017.)

Revised: 10/24/18

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**Mitigation Monitoring Plan**

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
<b>Landform &amp; Topography/Slopes and Erosion</b>			
<i>Adverse impacts associated with on-site grading.</i>			
C1-1 Grading activities shall be in conformance with the overall Conceptual Grading Plan, the Uniform Building Code, Chapter 70, and Riverside County Ordinance No. 457.	Less than significant	Riverside County Building & Safety Department	Prior to issuance of grading permit.
C1-2 Prior to development within any area of the Specific Plan, an overall Conceptual Grading Plan for the portion in process shall be submitted for Planning Department approval.	Less than significant	Riverside County Planning Department	Prior to issuance of grading permit.
C1-3 Unless otherwise approved by the Riverside County, Building and Safety Department, all cut and fill slopes shall be constructed at inclinations of no steeper than two (2) horizontal feet to one (1) vertical foot.	Less than significant	Riverside County, Building & Safety Department	Review and approval of grading plans.
C1-4 A grading permit shall be obtained from the Riverside County, as required by the County Grading Ordinance, prior to grading.	Less than significant	Riverside County Building & Safety Department	Prior to grading.
C1-5 Erosion control practices shall be implemented during grading activities.	Less than significant	Riverside County, Building & Safety Department	Review and approval of erosion control plan.
C1-6 All projects proposing construction activities including: clearing, grading, or excavation that results in the disturbance of at least five acres total land area, or activity which is part of a larger common plan of development of five (5) acres or greater, shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within the specific plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program.	Less than significant	Riverside County Building & Safety Department	Following review and approval of conceptual grading plans prior to issuance of grading permit.
C1-7 It is important that the grading plans are submitted to Coachella Valley Water District for utility clearance prior to issuance of a grading permit by Riverside County Building and Safety Department. This is to ensure that existing CVWD and USBR facilities are protected or properly modified to accommodate this development. The existence of some of these facilities, together	Less than significant	CVWD and Riverside County Building and Safety Department	Prior to issuance of grading permit.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
with their relative importance, may require that the developer's grading plans be revised from those presented in the specific plan.			
<i>Refer to mitigation measure C6-1 regarding SCAQMD Rule 403 in EIR 396 – Section V.C.6., Air Quality. Refer to mitigation measures C7-1 and C7-2 regarding storm runoff control measures in EIR 396 – Section V.C.7.</i>			
<i>Adverse effect of wind erosion.</i>			
Refer to mitigation measure C6-1 in EIR 396 – Section V.C.6., Air Quality, regarding fugitive dust control measures.	Less than significant	Refer to Measure C1-6.	Refer to Measure C6-1.
<i>Potential for increased erosion.</i>			
See mitigation measure C1-6 above regarding grading activities, and mitigation measures for Water Quality (C7-1 through C7-3).	Less than significant	Refer to Measure C6-1.	Refer to Measure C6-1.
<b>Soils &amp; Agriculture</b>			
<i>Loss of prime agricultural land.</i>			
No mitigation measures are proposed.	Significant and unavoidable.	None required.	Not applicable.
<i>Potential for land use conflict between agriculture and proposed urban uses.</i>			
C2-1 All future development projects in the Kohl Ranch Specific Plan project area shall be designed in accordance with all applicable criteria in the Planning Standards and Design Guidelines in the Kohl Ranch Specific Plan.	Less than significant	Riverside County Planning Department	Review and approval of tentative tract map/plot plan/use permit.
C2-2 The project shall be subject to Riverside County's right-to-farm ordinance, Ordinance No. 625, which protects farmers' rights with respect to urban encroachment. Per Section 6 of Ordinance No. 625, buyers of homes shall be noticed for any land division that lies partly or wholly within, or within 300 feet of any land zoned primarily for agricultural purposes.	Less than significant	Riverside County Planning Department	Review and approval of tentative tract maps.
C2-3 In addition to notice required by Ordinance No. 625, notice shall be provided to future homeowners within the Specific Plan area of the potential impacts associated with surrounding agricultural use.	Less than significant	Riverside County Planning Department	Prior to issuance of certificate of occupancy.
<i>Decline in economic viability of agricultural lands in the project vicinity.</i>			
No mitigation measures are proposed.	Significant and unavoidable	None required.	Not applicable.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
<i>Increased conversion of agricultural land due to cumulative impacts of development.</i>			
Refer to mitigation measure C2-2 regarding Riverside County's right-to-farm ordinance, Ordinance No. 625, which protects farmers' rights with respect to urban encroachment.	Significant and unavoidable	See above.	See above.
<b>Biology</b>			
<i>Loss of wildlife habitat and associated plant and animal species.</i>			
None required.	Less than significant	None required.	Not applicable.
<i>Direct impact to sensitive species.</i>			
C3-1 A pre-construction survey for nesting burrowing owls shall be conducted in the early spring that precedes the time when clearing or grading is anticipated. If potential nest-sites are discovered, they shall be plugged or fenced to discourage nesting within the project impact zone when construction crews are on-site.	Less than significant	Riverside County Planning Department	Prior to issuance of first grading permit for the applicable portion of the site.
C3-2 - Prior to grading permits, CVMSHCP fees shall be paid to Riverside County pursuant to County procedures.	Less than significant	Riverside County Planning Department	Prior to issuance of first grading permit for the applicable portion of the site.
<i>Long-term impacts to regionally significant biological resources.</i>			
None required.	Less than significant	None required.	Not applicable.
<b>Geology &amp; Seismicity</b>			
<i>Fault Zone</i>			
MM Geo 1: Although current analysis concludes that the site is not affected by earthquake faults, field confirmation will be conducted regarding the photo-lineament observed by the filed geologist (Petra Geotechnical, Inc.) on several aerial photographs of the site. The geotechnical study concluded that this condition "is related to agricultural activities (roads, furrow patterns) that are superimposed on the southeast drainage pattern of the area." Due to the phasing of Thermal Motorsports Track Club (TMTCC), grading where the photo-lineament was observed will be conducted as part of the initial earthwork. Geologic observations and mapping will be	Less than significant	Riverside County Planning Department	Data gathered during phase 1 grading. Issuance of building permits for the first structures within the project are contingent upon presentation and incorporation of these findings into the design of later phases, as appropriate. If the conclusions are upheld by the field observations, no further

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
conducted at the time of phase one grading to confirm the above conclusion that there are no earthquake faults on-site. Phase one of the TMTC will include only construction of the track. Accordingly, if the above conclusion regarding photo-lineament is found to be incorrect and active faulting is observed, it will not affect the design or construction of the track because there are no above grade structures involved; however, prior to issuance of building permits, design of all other structures and the site plan would have to be designed or located such that the fault is avoided, foundations are modified, and all applicable seismic building code requirements are met.			restrictions on building permits will apply.
<b>Liquefaction potential:</b>			
C4-1 Additional site specific investigations addressing liquefaction potential shall be conducted for implementing projects once the locations and nature of structures are known. If potentially liquefiable soils are encountered during site specific investigations, proper site preparation and building design shall be required to conform to the applicable earthquake standards set forth in the Uniform Building Code and City of Riverside Municipal Code Title 16 in order to minimize liquefaction related problems.	Less than significant	Riverside County Planning Department	Review and approval of detailed soil and geotechnical reports prior to tentative tract map/plot plan/use permit approval.
<b>Groundshaking:</b>			
C4-2 Structures constructed on-site shall be designed in consideration of the seismic design requirements of the Uniform Building Code and the seismic setting of the site.	Less than significant	Riverside County Building & Safety Department	Review and approval of building plans, prior to issuance of building permits.
<b>Hydrology, Flooding &amp; Drainage</b>			
<b>Potential reduction of groundwater recharge:</b>			
C5-1 Detention basins shall be required on-site to control storm runoff, in accordance with Specific Plan recommendations.	Less than significant	Riverside County Planning Department and CVWD	Review and approval of grading and drainage plans prior to approval of tentative tract map/plot plan/use permit.
<b>Increased demand on water resources:</b>			

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
Refer to mitigation measures for increased demand on water resources in EIR 396 – Section V.D.2., Water and Sewer (D2-1 through D2-14).	Less than significant	Refer to Section V.D.2.	Refer to Section V.D.2.
<i>Increased stormwater runoff from the project site.</i>			
CS-2 The project drainage system shall control storm flows such that runoff volumes leaving the site shall approximate existing conditions.	Less than significant	Riverside County Planning Department and CVWD	Review and approval of grading and drainage plans prior to tentative tract map/plot plan/use permit approval.
CS-3 Drainage facilities associated with the project shall be designed in accordance with the Riverside County Flood Control District Hydrology Manual and Standards, and CVWD Standards. On-site runoff shall be intercepted and conveyed through the development by means of a conventional catch basin and storm drain system, in accordance with CVWD standards.	Less than significant	Riverside County Planning Department and CVWD	Review and approval of drainage plans prior to tentative tract map/plot plan/use permit approval.
C-5-3A Drainage facilities associated with the Thermal Club Motorsports Facilities shall be designed in accordance with the Riverside County Flood Control District Hydrology Manual and Standards. On-site runoff shall be intercepted and conveyed through the development by means of a conventional catch basin and storm drain system, in accordance with Coachella Valley Water District standards	Less than significant	Riverside County Planning Department and CVWD	Review and approval of drainage plans prior to tentative tract map/plot plan/use permit approval.
CS-4 A collector storm drain system to facilitate flows generated on-site shall be designed to utilize street flow carrying capacity and flows into catch basins and inlets when the quantity exceeds the top of curb.	Less than significant	Riverside County Planning Department and CVWD	Review and approval of drainage plans prior to tentative tract map/plot plan/use permit approval.
CS-4A A collector storm drain system to facilitate flows generated on-site shall be designed to utilize street flow carrying capacity and flows into catch basins and inlets when the quantity exceeds the top of curb and ultimately to on-site retention basins for the Thermal Club Motorsports Facilities.	Less than significant	Riverside County Planning Department and CVWD	Review and approval of drainage plans prior to tentative tract map/plot plan/use permit approval.
CS-5 Protection from the 100-year flood shall be provided to all building pads in the Kohl Ranch, as the recommended Flood Control Plan is implemented.	Less than significant	Riverside County Planning Department and CVWD	Review and approval of drainage plans prior to tentative tract map/plot plan/use permit approvals.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
CS-6 Maintenance and upgrading of storm drain facilities shall be implemented as outlined in applicable regional facilities plans.	Less than significant	Riverside County Building and Safety Department and CVWD	Prior to issuance of building permits.
CS-7 Pursuant to requirements of the State Water Resources Control Board, a state-wide general National Pollution Discharge Elimination System (NPDES) construction permit will apply to all construction activities. Construction activity includes: cleaning, grading, or excavation that results in the disturbance of at least five acres of total land area, or activity which is part of a larger common plan of development of five acres or greater. Therefore, as mitigation for this specific plan, the developer or builder shall obtain the appropriate NPDES construction permit prior to commencing grading activities. All development within the specific plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program.	Less than significant	Riverside County Building and Safety Department and Regional Water Quality Control Board	Prior to issuance of grading permit.
CS-8 The hydrology and drainage design shall take into account the existing stormwater, irrigation and drainage facilities which cross Kohl Ranch. The developer's engineer shall work with CVWD to develop an acceptable grading and drainage plan.	Less than significant	Riverside County Building and Safety Department and CVWD	Review and approval of grading and drainage plans prior to tentative tract map/plot plan/use permit.
<b>Air Quality</b>			
<b>Fugitive Dust</b>			
<b>Short-term air quality impacts.</b>			
C6-1 The project shall be required by law to comply with regional and local rules and ordinances which will assist in reducing the short-term air pollutant emissions. For example, the SCAQMD's Fugitive Dust Rule 403 and Riverside County's Dust Control Ordinance require implementation of extensive fugitive dust control measures such as watering on site, revegetation, use of soil stabilizers and submittal of a wind erosion plan in some instances.	Significant	Riverside County Building and Safety Department and SCAQMD	Review and approval of grading plans.
<i>In addition, the following mitigation measures are provided to further reduce air pollutants generated during the project construction phase. Where available, the mitigation effectiveness is indicated (e.g., 50 percent) as provided in the SCAQMD, CEQA Air Handbook, April 1993.</i>			
<b>Construction Equipment Exhaust</b>			

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
C6-2 Construction operations shall comply with all applicable control measures identified in the "State Implementation Plan in the Coachella Valley: 1994 BACM Revision," March 1994.	Significant	Riverside County Building & Safety Department	During grading and construction.
C6-3 Construction equipment shall be selected considering emission factors and energy efficiency. All equipment shall be properly tuned and maintained.	Significant	Riverside County Building & Safety Department	During grading and construction.
<b>On-Road Sources</b>			
C6-4 Construction activities shall be timed so as to not interfere with peak hour traffic and shall minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.	Significant	Riverside County Building & Safety Department	During grading and construction.
C6-5 Ridesharing and transit incentives for the construction crew shall be supported and encouraged.	Significant	Riverside County Building & Safety Department and SCAQMD	During grading and construction.
<b>Long-term regional air quality impacts</b>			
Regional air pollutant emissions associated with the project are considered significant. To reduce the level of regional impact the following mitigation measures are provided.	Significant	Riverside County Planning Department	Review and approval of tentative tract map/plot plan/use permit.
C6-6 The project shall utilize a mix of services on-site to provide amenities for employees and residents that would reduce off-site vehicle trips. Consideration shall be given to postal services, banking, a food facility (restaurant/grocery store) and a ridesharing service to local commercial areas.	Significant	Riverside County Planning Department	Review and approval of tentative tract map/plot plan/use permit.
C6-7 Local transit agencies shall be contacted to determine bus routing adjacent to the site that can be accommodated in design and for on-site provision of bus shelters and turnout lanes.	Significant	Riverside County Planning and Transportation Departments	Review and approval of tentative tract map/plot plan/use permit.
C6-8 The use of energy-efficient street lighting and on-site lighting in parking and walking areas (e.g., low pressure sodium, metal halide, clean lucalox and high pressure sodium) shall be used on-site to reduce emissions at the power plant serving the site.	Significant	Riverside County Building & Safety Department	Review and approval of tentative tract map/plot plan/use permit.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
<b>Prior to issuance of building permits:</b>			
C6-9 Low-polluting and high-efficiency appliances shall be installed wherever possible. Solar energy shall be evaluated for heating any swimming pools or water heaters on-site.	Significant	Riverside County Building & Safety Department	Prior to issuance of building permits.
C6-10 Transportation Demand Management (TDM) utilized on-site shall support a reduction in mobile emissions as employees/residents convert from single occupant vehicle (SOV) use to other modes of transportation. TDM could include: <ul style="list-style-type: none"> <li>• creating employee carpools;</li> <li>• preferential carpool parking;</li> <li>• designing appropriate bicycling and walking paths;</li> <li>• reduced costs for transit passes;</li> <li>• flexible work hours for transit riding, carpooling, walking and bicycling employees; and</li> <li>• implementing a parking fee on-site to discourage single occupant vehicles (SOVs).</li> </ul>	Significant	Riverside County Planning Department	Prior to approval of plot plan and/or use permit.
<b>Microscale projections:</b>			
None required.	Less than significant	None required.	Not applicable.
<b>Air Quality Management Plan Conformity:</b>			
C6-11 To assist in jobs/housing balance for the subregion, the Kohl Ranch Specific Plan includes a mix of land uses including residential, business, commercial, industrial, open space and public facilities. Both working and living opportunities have been made available within the thirteen project neighborhoods. An emphasis has been placed on developing employment concentrations near medium to high density residential areas creating areas of local activity. No additional mitigation is available to further reduce the project's regional emissions.	Significant	Riverside County Planning Department	Approval of Final Specific Plan.
<b>The following mitigation measures are to be implemented in addition to C6-1 through C-11 above for the Thermal Motorsports Park Race Track:</b>			
MM Air 1 During construction, ozone precursor emissions from all vehicles and construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications. Equipment maintenance records and equipment design specification data sheets shall be	Significant	Riverside County Planning Department	Prior to approval of plot plan and/or use permit.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the Department of Building and Safety. (EIR 396 mitigation measure C6-3, page V-113)			
MM Air 2 Contractor shall ensure that all off-road, heavy-duty equipment utilized during construction shall be CARB Tier 3 or better (to the maximum extent feasible). (EIR 396 mitigation measure C6-3, page V-113)	Significant	Riverside County Planning Department	Prior to approval of plot plan and/or use permit.
MM Air 3 Electricity from power poles shall be used instead of temporary diesel- or gasoline powered generators to reduce the associated emissions. Approval will be required by the Department of Building and Safety's Grading Division prior to issuance of grading permits.	Significant	Riverside County Planning Department	Prior to approval of plot plan and/or use permit.
MM Air 4 To reduce construction vehicle (truck) idling and delays for peak-hour roadway traffic, construction activities shall be timed so as to not interfere with peak hour traffic and shall minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways. (EIR 396 mitigation measure C6-4, page V-113)	Significant	Riverside County Planning Department	Prior to approval of plot plan and/or use permit.
MM Air 5 County Building and Safety Department shall require signs to be posted in delivery areas (for racecars, Karts, and all other delivery areas) prohibiting on-site truck idling in excess of five minutes.	Significant	Riverside County Planning Department	Prior to approval of plot plan and/or use permit.
MM Air 6 In order to reduce energy consumption from the proposed TMP development, applicable plans (e.g., street plans, electrical plans, and improvement maps) submitted to the County shall include the installation of energy-efficient street lighting to the extent allowable to meet Airport Land Use Commission (ALUC) requirements. These plans shall be reviewed and approved by the applicable Department (e.g., Department of Building and Safety or Department of Transportation) prior to conveyance of applicable streets. (EIR 396 mitigation measure C6-8, page V-115).	Significant	Riverside County Planning Department	Prior to approval of plot plan and/or use permit.
<b>Water Quality</b>			
<i>Short-term potential for increased erosion.</i>			

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
C7-1 Private developments constructed in the project area shall be required to provide adequate site drainage during construction.	Less than significant	Riverside County Building & Safety Department, CVWD, and RWQCB	Review and approval of erosion control plan.
C7-2 Temporary culverts, ditches, dams, catch basins, and settling ponds shall be installed in construction areas to maintain existing drainage flows and collect excess water and sediment coming from construction sites.  Refer to mitigation measures C1-1 through C1-6 in EIR 396 – Section V.C.1., Landform & Topography/Slopes & Erosion, regarding grading requirements.	Less than significant	Riverside County Building & Safety Department and CVWD	Review and approval of erosion control plan.
<b>Degradation of water quality from nonpoint pollution:</b>			
C7-3 All development shall be subject to NPDES regulations enforced by the RWQCB.	Less than significant	Riverside County Planning Department, CVWD & RWQCB	Ongoing.
C7-4 All discharges to surface waters and groundwater shall comply with the goals of the most current applicable <i>Water Quality Control Plan for the Colorado River Basin</i> .	Less than significant	RWQCB	Ongoing.
<b>Water quality impact from interim agricultural use:</b>			
C7-5 Interim agricultural operations shall be required to comply with the applicable permit requirements in the application of pesticides.	Less than significant	Riverside County Planning Department and Riverside County Health Department.	Ongoing.
<b>Noise</b>			
<b>Short-term construction impacts:</b>			
C8-1 Construction activities within 800 feet of existing sensitive receptors shall take place only between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday. Construction activities that occur within one mile of a sensitive receptor but not closer than 800 feet shall be restricted to the hours of 7:00 a.m. and 10:00 p.m. Monday through Saturday. Construction under either of these two scenarios shall not be allowed on Federal holidays. Construction	Less than significant	Riverside County Building & Safety Department	Inspections during construction.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
activities where there are no sensitive receptors within a one-mile radius shall not be time-restricted.			
C8-2 All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.	Less than significant	Riverside County Building & Safety Department	Inspections during construction.
C8-3 Stationary equipment shall be placed such that emitted noise is directed away from any existing sensitive noise receivers.	Less than significant	Riverside County Building & Safety Department	Inspections during construction.
<b>Long-term off-site airport and traffic impacts.</b>			
C8-4 Residential uses proposed within the 60 CNEL contour of the airport shall require a noise analysis by a qualified acoustical consultant to ensure the standards are met. This analysis shall address the combined impact of airport activities and motor vehicle noise from adjacent roadways.	Less than significant	Riverside County Health Department and Planning Department	Review and approval of final acoustic reports prior to approval of tentative tract map or other residential projects.
C8-5 Residential and school uses proposed within the 60 CNEL contour of Avenue 62, Avenue 66, Tyler Street, Polk Street, A Street, B Street, and C Street shall require a noise analysis by a qualified acoustical consultant to ensure the noise standards are met.	Less than significant	Riverside County Health Department and Riverside County Planning Department	Review and approval of final acoustical reports prior to approval of tentative tract map or other residential projects.
<b>To minimize noise impacts from the Thermal Motorsports Park upon neighboring properties, the following mitigation measures are required:</b>			
MM Noise 1 Stationary noise-generating construction equipment shall be placed a minimum of 446 feet from the property line of the closest existing residential property line and school boundary (adjacent to the project boundary), when and where feasible.	Less than significant	Riverside County Health Department and Riverside County Planning Department	Inspections during construction.
MM Noise 2 Adhere to Riverside County Ordinance No. 457 which states, "whenever a construction site is within one-quarter (1/4) of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official."	Less than significant	Riverside County Health Department and Riverside County Planning Department	Inspections during construction.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
<b>MM Noise 3</b> Sound attenuation barriers shall be constructed to heights indicated in the Preliminary Acoustical Analysis for the Project along Avenue 62, Avenue 64, Avenue 66, Polk Street, Tyler Street, 'C' Street and 'E' Street (Table 6 of the Preliminary Acoustical Impact Analysis for the Kohl Ranch Specific Plan No. 303, Amendment No. 2) which range from five to nine feet. The barriers shall be constructed of masonry block or other material of sufficient weight (3.5 pounds per square foot of face area) and have no decorative cutouts or line-of-sight openings between the project and adjacent land uses. All gaps (except for weep holes) shall be filled with grout or caulking.	Less than significant	Riverside County Health Department and Riverside County Planning Department	Inspections during construction.
<b>MM Noise 4</b> Once precise grading and architectural plans are made available, and prior to building permit issuance, a final acoustical impact analysis shall be performed for all residential planning areas in order to confirm that exterior standards are achieved and interior noise levels are reduced to 45 dBA or less.	Less than significant	Riverside County Health Department and Riverside County Planning Department	Review and approval of final acoustical reports prior to approval of tentative tract map or other residential projects.
<b>MM Noise 5</b> Thermal Motorsports Park developers shall install automatic noise monitors that can continuously measure trackside noise levels and even log the day and time of any measured levels in excess of the trackside noise limit. The track developer shall employ full-time personnel to closely monitor all track operations from a central location.	Less than significant	Riverside County Health Department and Riverside County Planning Department	Ongoing.
<b>MM Noise 6</b> One automatic noise monitor should be positioned at an appropriate location adjacent to each track configuration capable of being operated as a separate course.	Less than significant	Riverside County Health Department and Riverside County Planning Department	During Construction
<b>MM Noise 7</b> Any trackside noise limit violations logged by the automatic noise monitors will result in immediate investigation by trackside personnel. The central tower, or full-time noise-monitoring personnel, would notify the individual control position of each track registering a violation of the noise limit. The individual track control would then be responsible to identify and remove the offending vehicle(s) from the track.	Less than significant	Riverside County Health Department and Riverside County Planning Department	Ongoing.
<b>MM Noise 8</b> A vehicle removed from the track for a noise violation must receive repairs/changes to reduce the noise output and return	Less than significant	Riverside County Health Department and	Ongoing.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
to the vehicle inspection station before it can be returned to the track.		Riverside County Planning Department	
MM Noise 9 Prior to start of testing or running of vehicles on the track, noise testing shall be administered to demonstrate compliance with noise standard and ensure technical integrity of noise suppression equipment for vehicles entering the track	Less than significant	Riverside County Health Department and Riverside County Planning Department	Ongoing.
<i>Track operation recommendations to implementing mitigation measures MM Noise 1 through MM Noise 9 are located in Appendix D of Acoustical Analysis prepared by Webb dated December 1, 2010.</i>			
MM Noise 10: The number of race vehicles shall be limited to no more than 20 vehicles on the South Palm Circuit at any time.	Less than significant	Riverside County Health Department and Riverside County Planning Department	Ongoing.
MM Noise 11: A Phase 2 acoustical analysis update shall be performed at the completion of the Phase 2 track to verify compliance with the County noise limits can continue to be maintained with the on-site mitigation measures. The Phase 2 analysis update shall consist of an on-site measurement survey following completion of the construction of the Phase 2 portion of the TTC racetrack. This analysis shall identify whether on-site mitigation measures are reducing race track noise levels to 65dBA Leq (10 minutes) or less. Should analysis conclude that on-site mitigation measures do not maintain compliance, one or a combination of the following options shall be implemented to bring track into compliance: <ul style="list-style-type: none"> <li>▪ Increase height of perimeter sound barriers; and/or</li> <li>▪ Reduce allowable trackside noise levels.</li> </ul>	Less than significant	Riverside County Health Department and Riverside County Planning Department	After completion of TTC Phase 2 racetrack development
<b>Energy Resources</b>			
<i>Increased energy use.</i>			
<i>To reduce both criteria pollutant and Greenhouse Gas emissions from Project operation, the following mitigation measures will be implemented:</i>			
C9-1 was replaced by Mitigation Measure GHG 1 below, as part of EIR 396, Addendum No. 2.	n/a	n/a	n/a

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
C9-2 Electric vehicle recharging facilities shall be permitted in all commercial developments.	Less than significant	Riverside County Planning Department	Approval of Final Specific Plan.
MM GHG 1 In order to reduce energy consumption from the proposed Project development, construction of all homes and businesses shall exceed the 2008 California Energy Code - Title 24, Part 6 energy efficiency standards by 15%. GHG 1 replaces Mitigation Measures D7-9 and C9-1.	Less than significant	Riverside County Planning Department	Prior to building permits
MM GHG 2 To reduce vehicle miles traveled, the Kohl Ranch Specific Plan will provide a transit center, including a bus stop opportunity and park-n-ride lot to facilitate carpooling and/or use of public transportation within some of the zones of the Project site which are restricted by airport flight paths/noise and with easy bus access.	Less than significant	Riverside County Planning Department	Prior to occupancy
MM GHG 3 To encourage carpooling and vanpools the Kohl Ranch Specific Plan will designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing in all commercial areas.	Less than significant	Riverside County Planning Department	Prior to occupancy
MM GHG 4 Public information shall be provided to residents about opportunities to utilize public transportation and bicycles. This will be implemented through signage and information posted. Proof of compliance will be required prior to issuance of the building permit for each of the above facilities.	Less than significant	Riverside County Planning Department	Prior to occupancy
MM GHG 5 Separate recycling and waste receptacles will be provided at each house and at commercial sites. Proof of compliance (e.g. contract with waste hauler) will be required prior to final inspection of each residence. Signage and information regarding the recycling bins and acceptable recyclable materials shall be posted at commercial sites. Proof of compliance will be required by the Department of Building and Safety prior to the Plot Plan Final Inspection of all commercial facilities.	Less than significant	Riverside County Planning Department	Prior to occupancy
MM GHG 6 Install light colored "cool" roofs and cool pavements whenever possible.	Less than significant	Riverside County Planning Department	During Construction
MM GHG 7 Preserve existing trees on-site through the use in place or relocation of palms currently growing on-site.	Less than significant	Riverside County Planning Department	During Construction

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
<b>Open Space &amp; Conservation</b>			
<i>Loss of undeveloped open space.</i>			
C10-1 All open space areas within the Kohl Ranch Specific Plan project area shall be designed in accordance with all applicable criteria in the Zoning, Community Structure Development Standards, Neighborhood and Planning Area Land Use and Development Standards, and Design Guidelines of the Kohl Ranch Specific Plan.	Less than significant.	Riverside County Planning Department	Review and approval of tentative tract map/plot plan/use permit.
<b>Toxic Substances</b>			
<i>Generation of hazardous wastes.</i>			
C11-1 Users of hazardous materials shall comply with applicable federal, state and local regulations requiring elimination and reduction of waste at the source by prevention of leakage, segregation of hazardous waste, and other means. Industrial operations shall utilize methods such as recovery, reuse and recycling of wastes to minimize the amount of hazardous substances disposed of.	Less than significant.	Riverside County Health Department and CVWD.	Ongoing.
C11-2 Future industrial uses shall be reviewed to identify the specific wastes which may be generated for storage and disposal of potentially hazardous substances.	Less than significant.	Riverside County Health Department and Planning Department.	Review and approval of plot plan and/or use permit.
C11-3 Hazardous materials that may be produced on-site shall require transport by a licensed hauler to a designated facility. Haulers of hazardous materials, as well as disposal facilities, shall be licensed by the U.S. Environmental Protection Agency.	Less than significant.	Riverside County Health Department.	Ongoing.
C11-5 Interim agricultural operations shall adhere to all appropriate permit requirements related to the handling, storage and transport of hazardous materials.	Less than significant.	Riverside County Health Department.	Ongoing.
<b>Cultural Resources</b>			
<i>Disturbance of important archaeological resources.</i>			

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
C12-1 Avoidance of CA-RIV-5510/H is preferred. This site is located in Planning Area M-4. If it is determined at the development stage avoidance of CA-RIV-5510/H is not feasible, this archaeological site shall be subjected to a program of additional historic research and test excavation to determine its importance, prior to earth-moving on the site.	Less than significant.	Riverside County Planning Department.	Review and approval of tentative tract map/plot plan/use permit.
C12-2 (Revised) Avoidance of CA-RIV-5511H is preferred. This site is located in the vicinity of Planning Area C-4, C-5 and C-8. If it is determined at the development stage that avoidance of CA-RIV-5511H is not feasible, this archaeological site shall be subjected to a program of additional historic research and test excavation to determine its importance, prior to earth-moving on the site.	Less than significant.	Riverside County Planning Department.	Review and approval of tentative tract map/plot plan/ use permit.
C12-3 The approximately 160 acres of the Kohl Ranch site that were not examined during field reconnaissance (Blocks 25, 33, 34 and 35) shall be examined by a qualified archaeologist after plowing but before commencement of grading (see EIR 396 – Figure V-30).	Less than significant.	Riverside County Planning Department.	Review and approval of tentative tract map/plot plan/use permit.
C12-8 Should any cultural and/or archaeological resources be accidentally discovered during Project construction, construction activities in the vicinity of the resource shall immediately halt and be moved to other parts of the Project site. A Riverside County qualified archaeologist shall be retained by the County or their designee to determine the significance of the resource. If the find is determined to be a historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State CEQA Guidelines), avoidance or other appropriate measures, as recommended by the archaeologist, shall be implemented. Any artifacts collected or recovered shall be cleaned, identified, catalogued, analyzed, and prepared for curation at an appropriate repository with permanent retrievable storage to allow for additional research in the future. Site records or site record updates (as appropriate) shall be prepared and submitted to the Eastern Information Center as a permanent record of the discovery	Less than significant.	Riverside County Planning Department.	Review and approval of tentative tract map/plot plan/use permit.
<b>Disturbance of important historic resources:</b>			
None required.	Less than significant.	None required.	Not applicable.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
<b>Disturbance of paleontological resources.</b>			
C12-4 Within Sections 4 and 9 (T.7S, R.8E), a qualified paleontologist shall be retained to attend the pre-grade meeting, and supervise the paleontological monitoring during earth moving activities in these areas of the proposed project.	Less than significant.	Riverside County Planning Department.	Prior to and during grading activities.
C12-5 Initially, full-time monitoring shall be conducted during all earth moving activities that extend below 5 feet in Sections 4 and 9 (T.7S, R.8E). Wet screening for small vertebrates will be conducted in the appropriate sediments and a representative sample of fossils shall be collected. Recent (Holocene) alluvial materials or sands have a low paleontologic sensitivity and will not require monitoring. If fossils are found, monitoring requirements will be increased accordingly; if no fossils are encountered, monitoring efforts will be reduced in these sediments. If an adequate sample is collected from the sensitive sediments, the paleontologist may reduce or eliminate monitoring requirements.	Less than significant.	Riverside County Planning Department.	During grading activities.
C12-6 Specimens collected shall be prepared (to a point of identification), identified and curated into a suitable repository that has a retrievable storage system, such as the San Bernardino County Museum.	Less than significant.	Riverside County Planning Department.	During and/or following grading activities.
C12-7 A final report summarizing findings shall be prepared at the end of earth moving activities, and shall include an itemized inventory of recovered fossils and appropriate stratigraphic and locality data. This report shall be sent to the Lead Agency, signifying the end of mitigation. Another copy shall accompany the fossils, along with field logs and photographs, to the designated repository.	Less than significant	Riverside County Planning Department	After completion of field monitoring.
<b>Aesthetics, Visual Analysis, Light &amp; Glare</b>			
<b>Change to visual character of the site.</b>			
C13-1 All future development projects in the Kohl Ranch Specific Plan project area shall be designed in accordance with all applicable criteria in the Planning Standards and Design Guidelines in the Kohl Ranch Specific Plan.	Less than significant.	Riverside County Planning Department.	Review and approval of tentative tract map/plot plan/use permit.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
<i>Creation of new source of light and glare.</i>			
C13-2 Lighting shall conform to the Lighting Guidelines Section of the Kohl Ranch Specific Plan.	Less than significant.	Riverside County Building & Safety Department.	Prior to issuance of building permit.
<i>The following mitigation measures are general lighting guidelines contained in the Kohl Ranch Specific Plan.</i>			
<b>General Lighting Guidelines</b>			
C13-3 Warm white lighting shall be encouraged. Bright colored or blinking lights shall not be encouraged except in theme restaurants and shops of commercial development areas.	Less than significant.	Riverside County Building & Safety Department.	Prior to issuance of building permit.
C13-4 Building or roof outline tube lighting shall be subject to Riverside County approval.	Less than significant.	Riverside County Building & Safety Department.	Prior to issuance of building permit.
C13-5 Design and placement of site lighting shall minimize glare affecting adjacent properties, buildings, and roadways.	Less than significant.	Riverside County Building & Safety Department.	Prior to issuance of building permit.
C13-6 Careful consideration and coordination shall be given to avoid any potential conflicts with Jacqueline Cochran Regional Airport operations.	Less than significant.	Riverside County Building & Safety Department.	Prior to issuance of building permit.
C13-7 Lighting shall be designed to minimize sky glow and effects on the Mt. Palomar Observatory and the nighttime desert sky.	Less than significant.	Riverside County Building & Safety Department.	Prior to issuance of building permit.
C13-8 Fixtures and standards shall conform to state and local safety and illumination requirements. In particular, lighting shall conform to Riverside County Ordinance No. 655, which includes requirements related to the Mt. Palomar Observatory.	Less than significant.	Riverside County Building & Safety Department.	Prior to issuance of building permit.
C13-9 Automatic timers on lighting shall be designed to maximize personal safety during nighttime use while saving energy.	Less than significant.	Riverside County Building & Safety Department.	Prior to issuance of building permit.
<i>In addition to the lighting guidelines contained in the Specific Plan, the following mitigation measures are recommended.</i>			

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
C13-10 The buildings shall use non-metallic, low reflective glass (30 percent or lower reflective factor) and building materials to keep daytime glare to a minimum.	Less than significant.	Riverside County Building & Safety Department.	Prior to issuance of building permit.
<b>Compliance with General Plan Policies.</b>			
C13-11 Future development projects shall be subject to the requirements of Section 7 of Ordinance No. 655, which includes the preparation of lighting plans and evidence of compliance.	Less than significant.	Riverside County Building & Safety Department.	Prior to issuance of building permit.
C13-12 All new light fixtures installed shall be consistent with the guidelines in Section 5 (General Requirements), Section 6 (Requirements for Lamp Source and Shielding) and Section 8 (Prohibitions) of Ordinance No. 655.	Less than significant.	Riverside County Building & Safety Department.	Prior to issuance of building permit.
<b>Circulation &amp; Traffic</b>			
MM Trans 1 All roadways shall be constructed per the Riverside County Transportation Department standards and conditions of approval.	Less than significant	Riverside County Transportation Department	Review and approval of tentative tract map/plot plan/use permit for applicable development area.
MM Trans 2 The intersection of Polk Street at Airport Boulevard shall convert the shared northbound turning lane into one northbound left-turn lane and one northbound right-turn lane.	Less than significant	Riverside County Transportation Department	Review and approval of tentative tract map/plot plan/use permit for applicable development area.
<b>Traffic generated</b>			
D1-1 was eliminated as part of EIR396, Addendum No. 2	n/a	n/a	n/a
D1-2 Avenue 60 adjacent to the site shall be downsized and constructed at its ultimate part-width standard as an Industrial Collector (78 foot right-of-way) in conjunction with development.	Less than significant.	Riverside County Transportation Department.	Review and approval of tentative tract map. Road segments to be improved concurrently with adjacent development area.
D1-3 to D1-10 were eliminated as part of EIR396, Addendum No. 2	n/a	n/a	n/a
<b>Level of Service at General Plan Buildout without Project.</b>			
None required.	Less than significant.	None required.	Not applicable.
<b>Year 2010 Level of Service with Project and typical General Plan Improvements.</b>			

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
<p>D1-11 To ensure that off-site roadway improvements (see EIR 396 – Table V-43) are provided in conjunction with each development phase, the following development monitoring requirements shall be followed throughout the study area:</p> <p>a. Traffic impact study reports shall be required with submittal of tentative tract maps or plot plans as required by Riverside County.</p> <p>b. The required format for each traffic impact study report shall be determined by Riverside County. The required format shall include evaluation of peak hour conditions at intersections significantly impacted by each phase of development.</p> <p>c. If an impacted intersection is estimated to exceed County service level standards, then appropriate link and intersection improvements shall be required to be presented for County staff review.</p> <p>d. The improvements needed to maintain the County service level standards shall be required to be in place or funding assured prior to occupancy of the relevant development phase. Because off-site improvements are generally needed to serve area wide growth, the developer shall initiate efforts to establish an area wide fee program or funding district to implement General Plan roadway improvements prior to the issuance of building permits. Without a district or fee program in place, the proposed project would be responsible for providing the off-site improvements necessary for adequate circulation at each project phase.</p>	Less than significant.	Riverside County Planning Department and Transportation Department.	Review and approval of tentative tract map/plot plan/use permit.
D1-12 to D1-15 were eliminated as part of EIR 396, Addendum No. 2	n/a	n/a	n/a
<b>Compliance with General Plan Circulation policies.</b>			
D1-18 The project shall contribute to the installation of traffic signals when warranted through the payment of traffic signal mitigation fees. The traffic signals shall be installed as warranted through the tract map or plot plan level traffic studies.	Less than significant.	Riverside County Transportation Department.	Payment of traffic mitigation fees at final tract map approval.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
D1-19 The developer shall comply with the trip reduction ordinance of the Riverside County.	Less than significant.	Riverside County Transportation Department.	Ongoing.
<b>Impact on alternative forms of transportation.</b>			
D1-20 As development in the area occurs, the SunLine Transit Agency shall be requested to consider expanding service within the area.	Less than significant.	Riverside County Transportation Department.	Ongoing.
D1-21 To accommodate future bus service on key roadways, transit stops shall be anticipated at the far side of major intersections (see Initial Study EA42375, Figure 15 – Bus Turnout and Stop Locations). Sunline Transit Agency should review transit recommendations in the study area. EIR 396 – Figure V-54 shows the recommended bus turnout design features. Pedestrian access to the bus stops shall be provided.	Less than significant.	Planning Department and Transportation Department.	Review and approval of tentative tract map/plot plan/use permit.
D1-22 The commercial portion of the project shall provide on-site bike racks to encourage the use of bicycles as an alternative means of transportation.	Less than significant.	Planning Department and Transportation Department.	Review and approval of plot plan and/or use permit approval.
D1-23 To encourage ridesharing/transit ridership and reduce commute trip impacts on access routes to SR-86S, a portion of the commercial parking areas shall be designated for Park-N-Ride use on weekdays between 6:00 a.m. and 6:00 p.m.	Less than significant.	Planning Department and Transportation Department.	Review and approval of plot plan and/or use permit approval.
<b>Provision of adequate access to and from the project area.</b>			
D1-24 (Revised) Access to roadways shall be oriented to the appropriate locations shown on Initial Study EA42726, Figure 7 – Access Points. Precise access locations and the phasing of roadway improvements shall be determined at the plot plan, use permit or tentative tract map level, subject to approval by the Riverside County Transportation Department.	Less than significant.	Riverside County Transportation Department.	Review and approval of tentative tract map/plot plan/use permit.
D1-25 was eliminated as part of EIR396, Addendum No. 2	n/a	n/a	n/a
<b>Traffic Generated</b>			
D1-26 Avenue 60 adjacent to the Planning Areas A-2, A-4, E-1 and E-2 shall be downsized and constructed at its ultimate part-width standard as an Industrial Collector (78 foot right-of-way) in conjunction with development. The southerly side of Avenue 60 adjacent to Planning Area B-1 shall be constructed at its ultimate part-width standard as an Arterial highway (128 foot right-of-way) in conjunction with development.	Less than significant.	Riverside County Transportation Department.	Review and approval of tentative tract map/plot plan/use permit.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
D1-27 Polk Street adjacent to the project site shall be constructed from the north project boundary to Avenue 66 at its ultimate half-section width as an Arterial highway (128 foot right-of-way) in conjunction with development. A Modified Arterial highway (113 foot right-of-way) shall be constructed at the Not-A-Part parcel located in Planning Area J-4 due to the existing sewage pump station.	Less than significant.	Riverside County Transportation Department.	Review and approval of tentative tract map/plot plan/use permit.
D1-28 to D1-37 were eliminated as part of EIR396, Addendum No. 2	n/a	n/a	n/a
D1-38 Designate "E" Street between Avenue 64 and Avenue 66 as a Major highway (118 foot right-of-way) classification and realign to circulate north and south.	Less than significant	Riverside County Transportation Department	Review and approval of tentative tract map/plot plan/use permit for applicable development area.
D1-39 Downgrade Avenue 60 between the northwest corner of Planning Area B-1 and Polk Street to an industrial Collector and delete as an Arterial highway classification on the Riverside County General Plan Circulation Element to accommodate the planned extension of the runway at Jacqueline Cochran Regional Airport.	Less than significant	Riverside County Transportation Department	Review and approval of tentative tract map/plot plan/use permit for applicable development area.
<b>Water &amp; Sewer</b>			
<i>Increased demand on water supplies</i>			
D2-1 A detailed hydraulic analysis shall be performed by the developer in conjunction with the preparation of improvement plans for each phase of development.	Less than significant.	CVWD	Review and approval of tentative tract map/plot plan/use permit.
D2-2 to D2-3 were eliminated as part of EIR396, Addendum No. 2	n/a	n/a	n/a
D2-4 Reservoirs shall be provided in accordance with CVWD and ALUC standards, including the installation of aviary screening, where applicable.	Less than significant.	CVWD.	Review and approval of water plans prior to tentative tract map/plot plan/use permit approval.
D2-5 Transmission lines to the reservoirs shall be sized in accordance with CVWD requirements.	Less than significant.	CVWD.	Review and approval of water plans prior to tentative tract map/plot plan/use permit approval.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
D2-6 Where possible, the existing tile drains shall be maintained to prevent high salt water from migrating to the underground basin.	Less than significant.	CVWD.	Review and approval of water plans prior to tentative tract map/plot plan/use permit approval.
D2-7 All water lines shall be designed and installed as required by CVWD.	Less than significant.	CVWD.	Review and approval of water plans prior to tentative tract map/plot plan/use permit approval.
D2-8 A dual water system shall be installed to service the larger landscaped areas. Where practical, smaller landscape areas requiring irrigation shall be provided with service from a separate irrigation line.	Less than significant.	CVWD and Riverside County Planning Department.	Review and approval of water plans prior to tentative tract map/plot plan/use permit approval.
D2-9 The irrigation line shall utilize canal water or treated effluent to irrigate the larger landscape areas initially. Treated effluent shall be utilized when facilities are available, treatment is acceptable and the cost is practical.	Less than significant.	CVWD.	Review and approval of water plans prior to tentative tract map/plot plan/use permit approval.
D2-10 All project development shall comply with State and County regulations regarding water conservation and reclamation. All applicable sections of Title 20 and Title 24 of the California Code of Regulations shall be adhered to regarding water consumption and conservation.	Less than significant.	CVWD and RWQCB.	Review and approval of water plans prior to tentative tract map/plot plan/use permit approval.
D2-11 Water conserving plumbing fixtures shall be used in all construction, including low or ultra-low flow toilets and reducing valves for showers and faucets.	Less than significant.	Riverside County Building & Safety Department.	Review and approval of improvement plans prior to issuance of building permit.
D2-12 Consistent with the requirements of County Ordinance No. 348, irrigation systems shall be used for common landscaped areas that minimize runoff and evaporation and maximize water availability to plant roots. Project landscaping plans that identify irrigation systems shall be submitted for review prior to the issuance of individual project building permits.	Less than significant.	Riverside County Building & Safety Department.	Review and approval of tentative tract map/plot plan/use permit and improvement plans.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
D2-13 Consistent with the requirements of County Ordinance No. 348, native, drought-tolerant plants approved by the County shall be used in common landscaped areas. Additionally, mulch shall be utilized in common landscaped areas where soil conditions warrant to improve the soil's water storage capacity.	Less than significant.	Riverside County Building & Safety Department.	Review and approval of tentative tract map/plot plan/use permit and improvement plans.
D2-14 Subsequent tentative tract maps, conditional use permits and plot plans shall be approved by Riverside County based on adequate wells, reservoirs and transmission systems.	Less than significant.	Riverside County Planning Department.	Review and approval of tentative tract map/plot plan/use permit.
D2-15 The developer shall work with CVWD and participate in area-wide programs developed under the leadership of CVWD to address impacts to groundwater supplies.	Less than significant.	CVWD.	Ongoing.
D2-16 Development shall be consistent with the project Water Conservation Plan.	Less than significant.	CVWD and Riverside County Planning Department.	Review and approval of tentative tract map/plot plan/use permit.
<b>Increased demand on wastewater treatment capacity and conveyance facilities.</b>			
D2-17 A detailed analysis shall be performed for pipe sizing, in conjunction with the preparation of improvement plans for each phase of development.	Less than significant.	CVWD and Riverside County Planning Department.	Review and approval of wastewater improvement plans prior to tentative tract map/plot plan/use permit approval.
D2-18 Infrastructure facilities shall be constructed in accordance with the requirements identified in the Specific Plan.	Less than significant.	Riverside County Planning Department and CVWD.	Review and approval of wastewater improvement plans prior to tentative tract map/plot plan/use permit approval.
D2-19 CVWD shall expand the existing treatment facility capacity to accommodate project wastewater, if necessary.	Less than significant.	CVWD.	Ongoing.
D2-20 Interim septic tank systems shall be subject to approval by the Riverside County Department of Environmental Health.	Less than significant.	Riverside County Department of Environmental Health.	Prior to issuance of occupancy permit.
D2-21 CVWD shall review and approve any interim connection to existing CVWD systems. CVWD shall review and approve sewage collection and transportation system designs where expanded facilities are proposed.	Less than significant.	CVWD.	Review and approval of wastewater improvement plans prior to tentative tract map/plot plan/use permit approval.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
D2-22 Developer(s) shall pay all fees required by CVWD for sewage treatment services and facilities.	Less than significant.	CVWD.	At issuance of building permits.
D2-23 All sewage lines, pump stations and other required transmission facilities shall be installed as directed by CVWD.	Less than significant.	CVWD.	Review and approval of wastewater improvement plans prior to tentative tract map/plot plan/use permit approval.
D2-23 All sewage lines, pump stations and other required transmission facilities for Thermal Club Motorsports Facilities shall be installed as directed by County of Riverside.	Less than significant.	CVWD.	Review and approval of wastewater improvement plans prior to tentative tract map/plot plan/use permit approval.
Water conservation methods shall be implemented, as outlined above, to reduce wastewater generation and impacts to sewage transmission and treatment facilities (See mitigation measures D2-8 through D2-16).			
<b>Fire Services</b>			
<i>Increased demand for fire services.</i>			
D3-1 The project shall conform with the requirements of the Public Facilities and Services Element of the RCCGP and the Riverside County Fire Protection Ordinance No. 546.	Less than significant.	Riverside County Fire Department and Riverside County Building & Safety Department.	Review and approval of tentative tract map/plot plan/use permit.
D3-2 The County Department of Building and Safety and the County Fire Department shall enforce fire standards in the review of building plans and during building inspection.	Less than significant.	Riverside County Fire Department and Riverside County Building & Safety Department.	Prior to building permit issuance and during construction.
D3-3 All project street widths, grades and turning/curve radii shall be designed to allow access by fire suppression vehicles.	Less than significant.	Riverside County Fire Department and Riverside County Transportation Department.	Review and approval of tentative tract map/plot plan/use permit.
D3-4 Residences and interior streets shall be clearly marked to facilitate easy identification by emergency personnel.	Less than significant.	Riverside County Fire Department and Riverside County	Prior to issuance of occupancy permit.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
		Transportation Department.	
D3-5 The developer shall demonstrate that sufficient on-site fire flow pressure exists, as determined by the Riverside County Fire Department.	Less than significant.	Riverside County Fire Department.	Prior to issuance of occupancy permit.
D3-6 Fire flow requirements shall be incorporated into the overall project design. A fire flow of 1,000 gpm at 20 psi for a two-hour duration shall be required for single family residential uses; 2,500 gpm for multi-family residential, light manufacturing and certain commercial uses; and 5,000 gpm for medium and heavy industrial uses, as well as larger commercial development.	Less than significant.	Riverside County Fire Department and Riverside County Planning Department.	Review and approval of water improvement plans prior to tentative tract map/plot plan/use permit approval.
D3-7 The Project applicant shall contribute appropriate fees in accordance with the fire unit impact fee, as well as plan check fees and all other impact fees in accordance with current County of Riverside regulations.	Less than significant.	Riverside County Fire Department and Riverside County Planning Department.	Prior to building permit issuance and during construction..
<b>Sheriff Services</b>			
<del>Increased demand for police protection services.</del>			
D4-1 The applicant shall cooperate with the Sheriff's Department to ensure that adequate protection, facilities and personnel are available.	Less than significant.	Riverside County Sheriff's Department.	Prior to issuance of building permits.
D4-2 The applicant shall contract with the SCVCSO to provide supplemental sheriff services in exchange for an additional parcel charge collected via the property tax system.	Less than significant.	SCVCSO and Building & Safety Department.	Prior to issuance of occupancy permit.
D4-3 Construction yard fencing and/or security personnel shall be provided during the construction phases to reduce the potential of theft and vandalism at the site.	Less than significant.	Riverside County Building & Safety Department.	During construction.
D4-4 Ample lighting shall be provided in all parking area entrances/exits and walkways, consistent with Riverside County Ordinance No. 655. Additionally, the applicant shall ensure that street addresses are highly visible to any responding emergency vehicles.	Less than significant.	Riverside County Building & Safety Department.	Prior to issuance of occupancy permit.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
<p>D4-5 For the safety and security of future residents, the applicant or developer shall address the following design concepts within each planning area to assure the maximum measure of crime prevention:</p> <ul style="list-style-type: none"> <li>• Circulation for pedestrian, vehicular and police patrol circulation</li> <li>• Lighting</li> <li>• Landscaping</li> <li>• Visibility of doors and windows from the street and between buildings</li> <li>• Fencing heights and materials</li> <li>• Public and private spaces</li> </ul>	Less than significant.	Riverside County Building & Safety Department and Riverside County Sheriff's Department.	Review and approval of building plans prior to issuance of building permit.
<b>Schools</b>			
<i>Increased demand for school facilities.</i>			
D5-1 The applicant shall be responsible for the payment of fees at the state statutory limit in effect at the time; or otherwise reach agreement with the school district for provision of school sites and/or payment of fees to effectively mitigate school impacts.	Less than significant.	Coachella Valley Unified School District.	Fees paid at issuance of building permits.
<b>Parks &amp; Recreation</b>			
<i>Increased demand for parks and recreational facilities.</i>			
D6-1 The project shall dedicate appropriate acreage for developed local parkland, or shall provide fees in lieu of dedication, based on the requirements of the Desert Recreation District. Parkland or equivalent fees provided by the applicant shall be phased in conjunction with residential development so that appropriate acreage of local parkland is provided for each 1,000 persons within the new development.	Less than significant.	Desert Recreation District (DRD) and Riverside County Planning Department.	Prior to tentative tract map approval.
D6-2 The developer(s) shall work with the CVRPD and the Coachella Valley Unified School District to determine the types of facilities to be installed in parks and schools, if a joint-use program is undertaken.	Less than significant.	CVRPD and Unified School District.	Review and approval of improvement plans prior to issuance of first building permit for applicable tract.
D6-3 Recreation trails shall be improved and dedicated, as described in the Kohl Ranch Specific Plan.	Less than significant.	CVRPD and Riverside County Transportation Department.	Review and approval of tentative tract map/plot plan/use permit

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
			prior to issuance of first building permit for applicable tract.
D6-4 The applicant shall pay mitigation fees for regional and natural parkland at the occupancy permit stage to the Building and Safety Department, in accordance with the provisions of Riverside County Ordinance No. 659.	Less than significant.	CVRPD and Riverside County Building & Safety Department.	Prior to issuance of occupancy permit.
D6-5 Future development projects shall comply with the Land Use Standards for parks and recreation facilities in the RCCGP.	Less than significant.	Riverside County Planning Department and CVRPD.	Ongoing.
<b>Utilities</b>			
<i>Increased demand on natural gas supplies.</i>			
D7-1 The developer shall finance the installation of gas lines in accordance with the requirements set forth by the Southern California Gas Company or other authorized service provider. This cost may be offset by credits for free footage allowances.	Less than significant.	Southern California Gas Company or other authorized service provider.	Review and approval of improvement plans.
D7-2 All gas services and facilities shall be constructed in accordance with Southern California Gas Company or other authorized service provider policies and extension rules on file with the California Public Utilities Commission (CPUC).	Less than significant.	Southern California Gas Company or other authorized service provider.	Review and approval of improvement plans.
D7-3 The developer shall ensure that existing facilities are adequate to accommodate the proposed new development.	Less than significant.	Southern California Gas Company or other authorized service provider.	Review and approval of improvement plans.
D7-4 Development plans shall be provided to the Southern California Gas Company or other authorized service provider as they become available in order to facilitate engineering, design and construction improvements necessary to provide services to the project site.	Less than significant.	Southern California Gas Company or other authorized service provider.	Review and approval of improvement plans.
<i>Increased demand on electricity.</i>			
D7-5 The developer shall provide the electric power improvements required by IID or other authorized service provider.	Less than significant.	IID or other authorized service provider and	Review and approval of improvement plans.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
		Riverside County Planning Department.	
D7-6 All buildings shall be constructed in compliance with the insulation standards established by the California Uniform Building Code (UBC).	Less than significant.	Riverside County Building & Safety Department.	Review and approval of building plans prior to issuance of building permits.
D7-7 All electrical facilities shall be constructed in accordance with IID or other authorized service provider policies and extension rules on file with the California Public Utilities Commission (CPUC).	Less than significant.	IID or other authorized service provider and Riverside County Building & Safety Department.	Review and approval of building plans prior to issuance of building permits.
D7-8 Underground facilities shall be installed in accordance with District requirements, as outlined in "A Developer's Information Letter" (effective September 15, 1994). Easements, ten feet in width and adjacent to all streets, shall be required for the installation of underground power facilities.	Less than significant.	IID or other authorized service provider and Riverside County Planning Department.	Tentative tract map/plot plan approval.
D7-9 was replaced by Mitigation Measure GHG 1 located in the Energy Resources section of this mitigation table under EIR396, Addendum No. 2	n/a	n/a	n/a
D7-10 The developer shall provide development plans to IID or other authorized service provider as they become available in order to facilitate engineering, design and construction improvements necessary to service the project site.	Less than significant.	IID or other authorized service provider and Riverside County Planning Department.	Prior to approval of improvement plans.
<i>Increased demand in telephone service.</i>			
D7-11 All new telephone lines within the site shall be installed underground, as required by County Ordinance No. 460.	Less than significant.	GTE or other authorized service provider and Riverside County Planning Department.	Prior to issuance of occupancy permits.
D7-12 The developer shall provide development plans to GTE or other authorized service provider as they become available in order to facilitate engineering, design and construction improvements necessary to service the project site.	Less than significant.	GTE or other authorized service provider and Riverside County Planning Department.	Prior to review and approval of improvement plans.
<i>Increased demand on cable television service.</i>			

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
D7-13 All cable television service lines shall be located underground, in accordance with the Riverside County Comprehensive General Plan.	Less than significant.	Cable TV franchisee.	Prior to issuance of occupancy permits.
D7-14 The developer shall coordinate the installation of cable television service lines with a cable television franchisee for the area prior to development.		Cable TV Franchisee.	Prior to issuance of occupancy permits.
<b>Exposure to electric and magnetic fields (EMF).</b>			
D7-15 The developer shall submit to the County supporting data on the generally accepted standards and guidelines for EMFs in effect at the time of project development and shall recommend appropriate distances from the 161 KV power line easement for development of residential and educational land uses. The County shall make a final determination regarding safe distances for siting these land uses.	Less than significant.	Riverside County Planning Department.	Review and approval of tentative tract map/plot plan/ use permit.
<b>Solid Waste</b>			
<b>Increased demand on solid waste facilities.</b>			
D8-1 As development within the Kohl Ranch project site proceeds, the developer shall coordinate project solid waste disposal requirements with County agencies and area waste haulers, to ensure that adequate landfill capacity is available within reasonable distance of the project site.	Less than significant.	Riverside County Waste Resources Management District and local area waste haulers.	Prior to issuance of building permit.
D8-2 The project applicant shall coordinate with a certified waste hauler(s) to develop curbside collection of recyclable materials within the proposed project on a common schedule set forth in County Resolutions. The applicant shall coordinate with the permitted refuse hauler to identify which materials may be collected for recycling and on what schedule.	Less than significant.	Local area waste haulers.	Prior to issuance of occupancy permit.
D8-3 All future commercial, industrial and multi-family residential developments within the project site shall comply with AB 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991. This law requires the provision of adequate areas for collecting and loading recyclable materials. Prior to building permit issuance, the applicant shall submit a site plan which includes the	Less than significant.	Riverside County Waste Resources Management District.	Prior to building permit issuance.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
final design for the recyclable collection and storage area to the Riverside County Waste Resources Management District for review and approval. The storage area for recyclable materials shall comply with County standards.			
D8-4 Golf courses developed on the site shall minimize the generation of "green waste" and the amount of green waste sent to area landfills, through such measures as composting on-site.	Less than significant.	Riverside County Waste Resources Management District.	Ongoing.
D8-5 To minimize the generation of construction debris, grading operations shall incorporate existing rock and earth into fill areas to the extent possible under accepted geotechnical practices. In addition, construction wastes shall be diverted through recycling, composting, or using environmentally safe methods of land disposal, to the extent possible.	Less than significant.	Riverside County Building & Safety Department.	During grading operations.
Refer to mitigation measures C11-1 through C11-3 in Section V.C.11, Toxic Substances, regarding the storage, use and disposal of hazardous wastes.	Less than significant.	Refer to Measures C11-1 and C11-3.	Refer to Measures C11-1 and C11-3.
<b>Health Services</b>			
<i>Increased demand for health services.</i>			
None required.	Less than significant.	None required.	Not applicable.
<b>Disaster Preparedness</b>			
<i>Diminished disaster preparedness.</i>			
Mitigation measures related to seismic safety, slopes and erosion, and flooding are addressed in EIR 396 – Sections V.C.4., V.C.1., and V.C.5., respectively.	Less than significant.	Refer to other sections.	Refer to other sections.
<b>Libraries</b>			
<i>Increased demand for library services.</i>			
D11-1 The applicant shall coordinate with the County regarding whether a portion of the recurring fiscal surplus to the County could be used for library costs.	Significant.	Riverside County Library Department.	Prior to issuance of building permits.

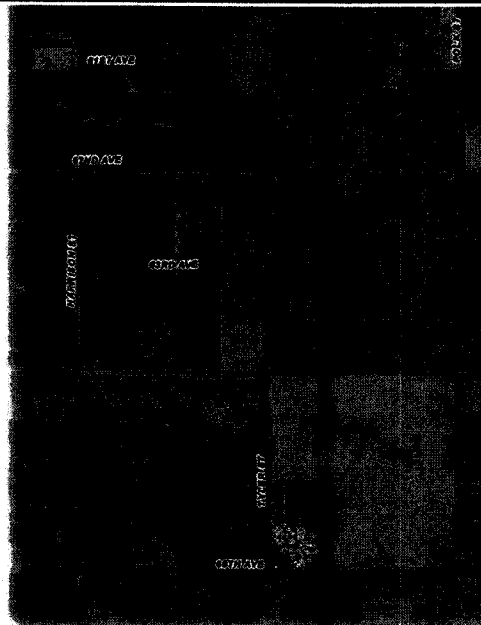
Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
<b>Airports</b>			
<i>Compatibility with Jacqueline Cochran Regional Airport Master Plan</i>			
D12-1 Elements of the Specific Plan that relate to proposed airport uses shall be incorporated into individual development projects.	Less than significant.	Riverside County Planning Department.	Review and approval of tentative tract map/plot plan/ use permit.
<i>Compatibility with Jacqueline Cochran Regional Airport Safety Zones</i>			
D12-2 Individual development projects shall adhere to land uses proposed in the Specific Plan to ensure consistency with the safety zone guidelines and requirements in the Thermal (Jacqueline Cochran Regional) Airport Comprehensive Land Use Plan (CLUP) (2005).	Less than significant.	Riverside County Planning Department and the Airport Land Use Commission.	Review and approval of tentative tract map/plot plan/ use permit.
<i>Compatibility with Jacqueline Cochran Regional Airport Noise Guidelines</i>			
D12-3 Specific mitigation measures (C8-4 and C8-5) are addressed in the noise analysis in EIR 396 – Section V.C.8.	Less than significant.	Refer to Measures C8-4 and C8-5.	Refer to Measures C8-4 and C8-5.
D12-4 Development projects shall comply with the noise guidelines contained in the Comprehensive Land Use Plan (CLUP) for Jacqueline Cochran Regional Airport (2005).	Less than significant.	Riverside County Health Department, Riverside County Planning Department and the Airport Land Use Commission.	Review and approval of tentative tract map/plot plan/use permit.
<i>Compatibility with Jacqueline Cochran Regional Airport Height Guidelines</i>			
D12-5 Proposed development shall comply with the Jacqueline Cochran Regional Airport Height Guidelines identified in the Comprehensive Land Use Plan (CLUP) for Thermal Airport (2005).	Less than significant.	Riverside County Building & Safety Department, Riverside County Planning Department and the Airport Land Use Commission.	Review and approval of tentative tract map/plot plan/use permit.
<b>Land Use</b>			
MM-LU-1 Development of a racetrack and racetrack-related facilities within Planning Area E-2 and A-6 shall not permit overnight	Less than Significant	Riverside County Planning Department.	Review and approval of tentative tract map/plot plan/ use permit.

Mitigation Measures	Level of Significance After Mitigation	Reviewing Entity	Review Stage
<del>occupancy. This restriction shall be included in the Covenants, Conditions and Restrictions (CC&amp;R's).</del>			
<del>MM LU 2 – Development of Mixed Use Planning Areas shall not exceed maximum unit count of 15 units in Planning Area E-4, 24 units in Planning Area E-5, 110 units in Planning Area E-6, 7 units in Planning Area E-7, and 17 units in Planning Area E-8.</del>	<del>Less than Significant</del>	<del>Riverside County Planning Department.</del>	<del>Review and approval of tentative tract map/plot plan/ use permit.</del>
<del>MM LU 3 – Security gates shall be required between planning areas E-2 and E-3 and between planning areas E-3 and E-2 to separate residential and non-residential.</del>	<del>Less than Significant</del>	<del>Riverside County Planning Department.</del>	<del>Review and approval of tentative tract map/plot plan/ use permit.</del>
<del>MM LU 4 – Signs shall be posted at all access point into Planning Areas E-2 that shall identify no overnight occupancy is permitted.</del>	<del>Less than Significant</del>	<del>Riverside County Planning Department.</del>	<del>Review and approval of tentative tract map/plot plan/ use permit.</del>

# **ATTACHMENT A**

## ***Monthly Security Logs***

# The Kohl Ranch Specific Plan No. 303



**LAND USE**

Low Density Residential (RDR)  
 Medium-High Density Residential (MHR)  
 High Density Residential (HDR)  
 Very High Density Residential (VHR)

**DENSITY RANGE**


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 5.0 - 8.0 DUSAC  
 8.0 - 14.0 DUSAC  
 14.0 - 20.0 DUSAC

**VEGETATION AREAS**

Map	Land Use	Area
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02	DR	100
03	DR	100
04	DR	100
05	DR	100
06	DR	100
07	DR	100
08	DR	100
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**LEGEND**

- Project Boundary
- Medium Density Residential
- Medium-High Density Residential
- High Density Residential
- Very High Density Residential
- Commercial Retail
- Mixed Office/Res
- Mixed Use
- Heavy Industrial
- Public Assembly/Office
- Open Space
- Open Space/Lake
- Range of View



Original Specific Plan Adopted: November 16, 1999  
Amendment No. 1 Adopted: January 26, 2003  
Amendment No. 2 Adopted: June 7, 2011  
Amendment No. 3 Adopted: March 24, 2015  
Amendment No. 4 Adopted: November 6, 2018

# **THE KOHL RANCH**

**COACHELLA VALLEY, CALIFORNIA**

**Specific Plan No. 303, Amendment No. 4**

**PROJECT SPONSOR:**

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## **1 EXECUTIVE SUMMARY**

### **1.1 Introduction**

#### **1.1.1 Purpose and Authority of the Specific Plan**

The purpose of the Kohl Ranch Specific Plan is to guide development and to stimulate responsible design through customized regulations and guidelines. The original Kohl Ranch Specific Plan was adopted November 16, 1999, Amendment No. 1 was adopted January 28, 2003, and Amendment No. 2 was adopted June 7, 2011. The third amendment to the Specific Plan (SPA3) was prepared pursuant to the authority granted to the County of Riverside by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 to 65457.

#### **1.1.2 Purpose and Authority of the EIR**

The Environmental Impact Report (EIR) addresses potential environmental impacts of the Specific Plan for the Kohl Ranch project in the County of Riverside. The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority. When the original Kohl Ranch Specific Plan was adopted, an EIR was prepared and certified to satisfy CEQA, as set forth in Public Resources Code Section 21000, et seq., the State *CEQA Guidelines*, 14 California Administrative Code Section 15000, et seq., and the County of Riverside's *CEQA Guidelines*. The original EIR was certified on November 16, 1999. A draft Addendum is being prepared to review the impacts of changes being made to the original EIR as the result of proposed SPA4. The EIR is the public document designed to provide local and state governmental agency decision makers with an analysis of environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage through mitigation measures and alternatives. The EIR also must disclose significant environmental impacts that cannot be avoided; growth-inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

#### **1.1.3 Scope of the EIR**

As noted above, the EIR is an informational document used in local and state agency decision-making processes. It is not the purpose of the EIR to either recommend approval or denial of a project or to present political, social, or economic reasons to project approval or denial. Pursuant to CEQA, the County of Riverside served as the Lead Agency for the original EIR and prepared an Initial Study (see Technical Appendix A). For SPA4, an Initial Study was conducted to analyze the potential environmental impacts of SPA4 as compared to the impacts studied in the EIR for the original Specific Plan (see Technical Appendix A). The County determined through the Initial Study for the original project that the adoption of a Specific Plan for the Kohl Ranch project may have significant adverse environmental impacts and that an EIR is required. The Initial Study for the original Specific Plan identified those environmental issues that may be significantly impacted by this project and are addressed in this EIR. The Initial Study for SPA4 did

not identify any environmental issues associated with SPA4 that were not previously identified in the original EIR. These issues include:

- General Plan Land Use Determination
- Land Use Element Consistency
- Existing Land Use and Zoning
- Landform and Topography/Slopes and Erosion
- Soils and Agriculture
- Biology
- Geology and Seismicity
- Hydrology, Flooding, and Drainage
- Air Quality
- Water Quality
- Noise
- Energy Resources
- Open Space and Conservation
- Toxic Substances
- Cultural Resources
- Aesthetics, Visual Analysis, Light and Glare
- Circulation and Traffic
- Water and Sewer
- Fire Services
- Sheriff Services
- Schools
- Parks and Recreation
- Utilities
- Solid Waste
- Health Services
- Disaster Preparedness
- Libraries
- Airports
- Housing Element
- Regional Element
- Administrative Element

#### **Intended Uses of the EIR**

On October 14, 1994, the County of Riverside, in its role as Lead Agency for this project, issued a Notice of Preparation (NOP) to the State Clearinghouse, responsible agencies, and other interested parties. The NOP and comments resulting from the distribution of the NOP are contained in Technical Appendix A.

Applications covered by the EIR Addendum, are as follows:

- Specific Plan 303 Amendment No. 4 (SP00303A4)
- Change of Zone No. 07952 (CZ007852): modifies the Specific Plan Zoning Ordinance to accommodate changes to planning areas and designations, and changes to zoning and design standards in the existing planning areas.

A lead agency is the agency with primary responsibility for approval of the project. Other agencies having discretionary approval over a project are "Responsible Agencies" under CEQA. This document will provide environmental information for several other agencies affected by the

## Section 1

project, or which are likely to have an interest in the project. Various state and federal agencies exercise control over certain aspects of the project area. The various public, private, and political agencies and jurisdictions with a particular interest in the proposed project include the following:

Federal Agencies

- *Fish and Wildlife Service (FWS)* – Responsible for conserving and protecting wild birds, endangered species, and their habitat.
- *Federal Highway Administration (FHWA)* – Responsible for approving changes to the interstate freeway system.
- *Environmental Protection Agency (EPA)* – Responsible for administration of the Superfund program.

State Agencies

- *California Department of Fish and Wildlife (CDFW)* – Responsible for the protection, conservation, propagation, and enhancement of California's wildlife resources. This department enforces laws and regulations, and issues licenses relative to and cooperates with local agencies in developing projects. This agency will act as a Trustee.
- *California Regional Water Quality Control Board (CRWQCB)* – Responsible for evaluating appropriate uses of water and for issuing National Pollution Discharge Elimination System (NPDES) permits and waste discharge requirements.
- *California Reclamation Board (CRB)* – Responsible for delineation of flooding and regulation of encroachments into designated floodways.
- *California Department of Transportation (Caltrans)* – Responsible for approval of roadway improvements along state highways, including State Routes 86 and 195.
- *California Environmental Protection Agency (CALEPA)* – This agency is the primary state agency concerned with degradation of the environment and how it affects human health. It is responsible for the examination and prevention of pollution of sources of public water supplies; establishment of ambient standards of air quality; monitoring of environmental pollution, regulation of the quality of water supplies and sewage disposal systems; regulation of hazardous waste; regulation of pesticides; regulation and control of radioactive materials; and providing certain laboratory support to other state agencies.
- *California Department of Toxic Substances Control (DTSC)* – This CALEPA agency is the primary state agency that regulates matters related to hazardous waste. It is responsible for the cleanup of hazardous waste sites and permitting, surveillance and enforcement of hazardous waste facilities.
- *State Air Resources Board (CARB)* – This CALEPA agency is responsible for ensuring implementation of the California Clean Air Act, responding to the Federal Clean Air Act and for regulating emissions from consumer products and motor vehicles.
- *California Department of Conservation* – This agency reviews projects for their impacts on agricultural resources.

Local Agencies

- *County of Riverside* – Responsible for land use control, and the provision of urban services on and to the project site. The County will act as the Lead Agency for the proposed project.
- *South Coast Air Quality Management District (SCAQMD)* – Has responsibility for the implementation of the California Clean Air Act. This agency's authority includes Los Angeles and Orange Counties and the western portion of Riverside County.

- *Southern California Association of Governments (SCAG)* – Stimulates intergovernmental cooperation in planning and development activities, and assures better coordination of federally assisted projects. Reviews applications of local and regional agencies for federal grants related to more than 100 programs. Responsible for preparing components of the California Regional Transportation Plan. Programs range from open space planning, waste control and water basin studies to aviation, housing and research in economics and demography.
- *Adjacent Cities* – The cities of Indio, Coachella, and La Quinta are located adjacent to the unincorporated portion of Riverside County where the project is located and will be affected by the proposed project.
- *Coachella Valley Water District (CVWD)* – Responsible for providing domestic water, sanitation, and regional stormwater protection for the site. This area is within District No. 1 of the Coachella Valley Water District for irrigation service. Water from the Coachella Canal is available and shall be used to irrigate golf courses and greenbelts. CVWD can also provide agricultural drainage to this area.
- *Coachella Valley Association of Governments (CVAG)* – Responsible for programming transportation improvements in the project area, preparing demographic forecasts, and solid waste and air quality planning.
- *Riverside County Airport Land Use Commission (ALUC)* – Responsible for reviewing land use proposals for consistency with the Comprehensive Land Use Plan for the Jacqueline Cochran Regional Airport.

Public agencies and interested parties, who did not respond to a request for comment during the preparation of the EIR, will have an opportunity to comment during the public review period for the Draft EIR.

## 1.2 PROJECT SUMMARY

### 1.2.1 Project Location

The 2,163.78-acre Kohl Ranch Specific Plan is located in the Coachella Valley portion of Riverside County as depicted by **Figure 1-1, Regional Location**. The site is just south of Jacqueline Cochran Regional Airport, and is roughly east of Harrison Street/Highway 86, west of Highway 111, and north of Highway 195<sup>1</sup>. The project is bounded by Avenue 60 on the north, Polk Street on the east, Avenue 66 on the South, and by a line approximately 3,900 feet west of Tyler Street on the west as depicted in **Figure 1-2, Project Vicinity**.

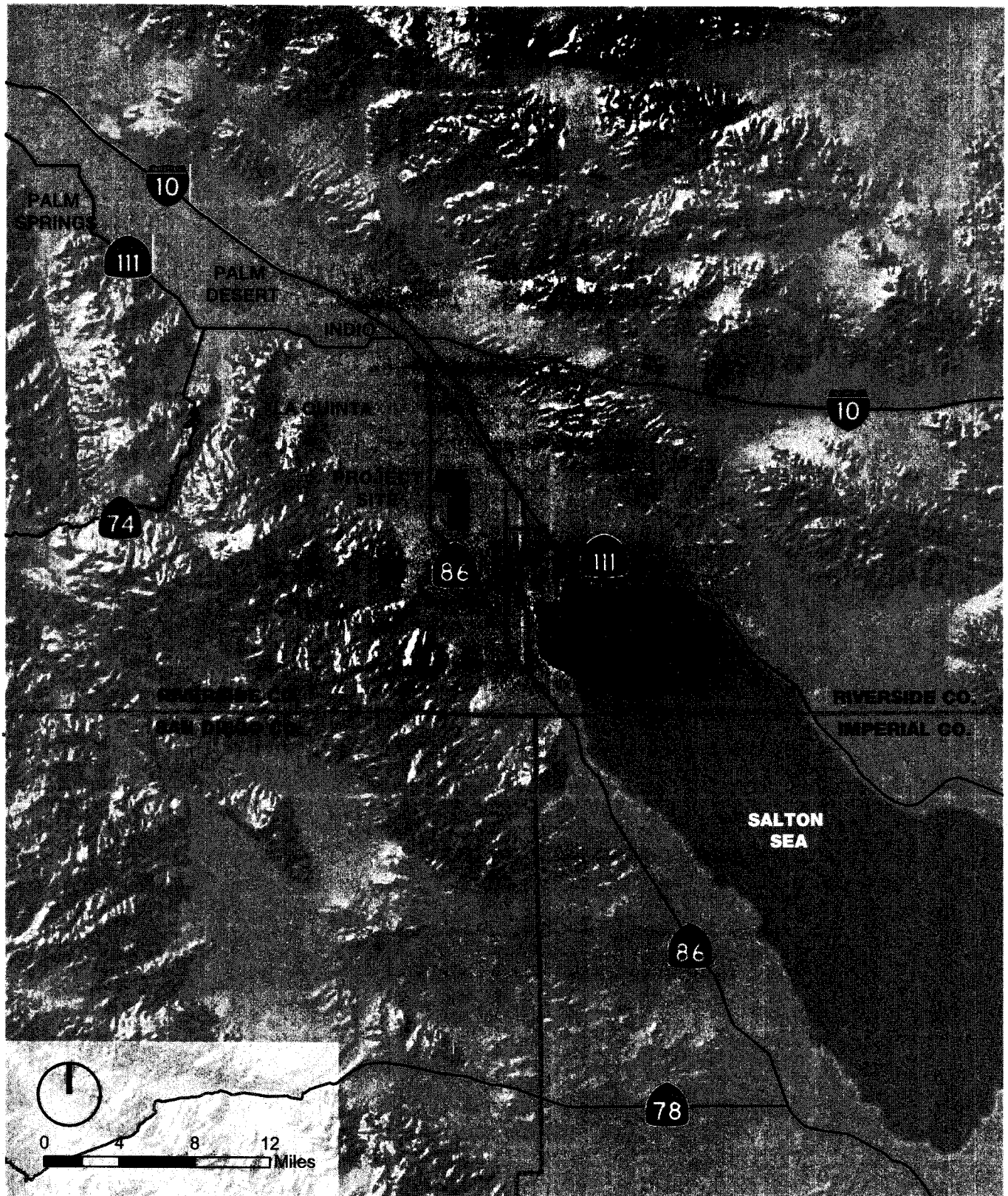
### 1.2.2 Site Description

The Kohl Ranch site is characterized by flat terrain, with a very gentle slope from northwest to southeast. Elevations range between approximately 125 and 164 feet below sea level. The majority of the site is currently in agricultural use, although a significant portion in the southern section is vacant, disturbed land with sparse, non-native vegetation as depicted in **Figure 1-3, Aerial Photograph**. Existing man-made features include the Avenue 64 Evacuation Channel which flows west to east through the project site, and structures associated with current and past farming activities, including the Kohl Ranch headquarters and an abandoned feed lot. Some limited residential uses occur along the project periphery and Avenue 61. Adjacent, off-site land uses include vacant land, farms and related uses, a former sludge processing operation<sup>2</sup>, residences, and the Jacqueline Cochran Regional Airport. The Torres Martinez Indian Reservation abuts Section 9 on the west, south, and east. These Native American lands are held in individual and tribal ownership.

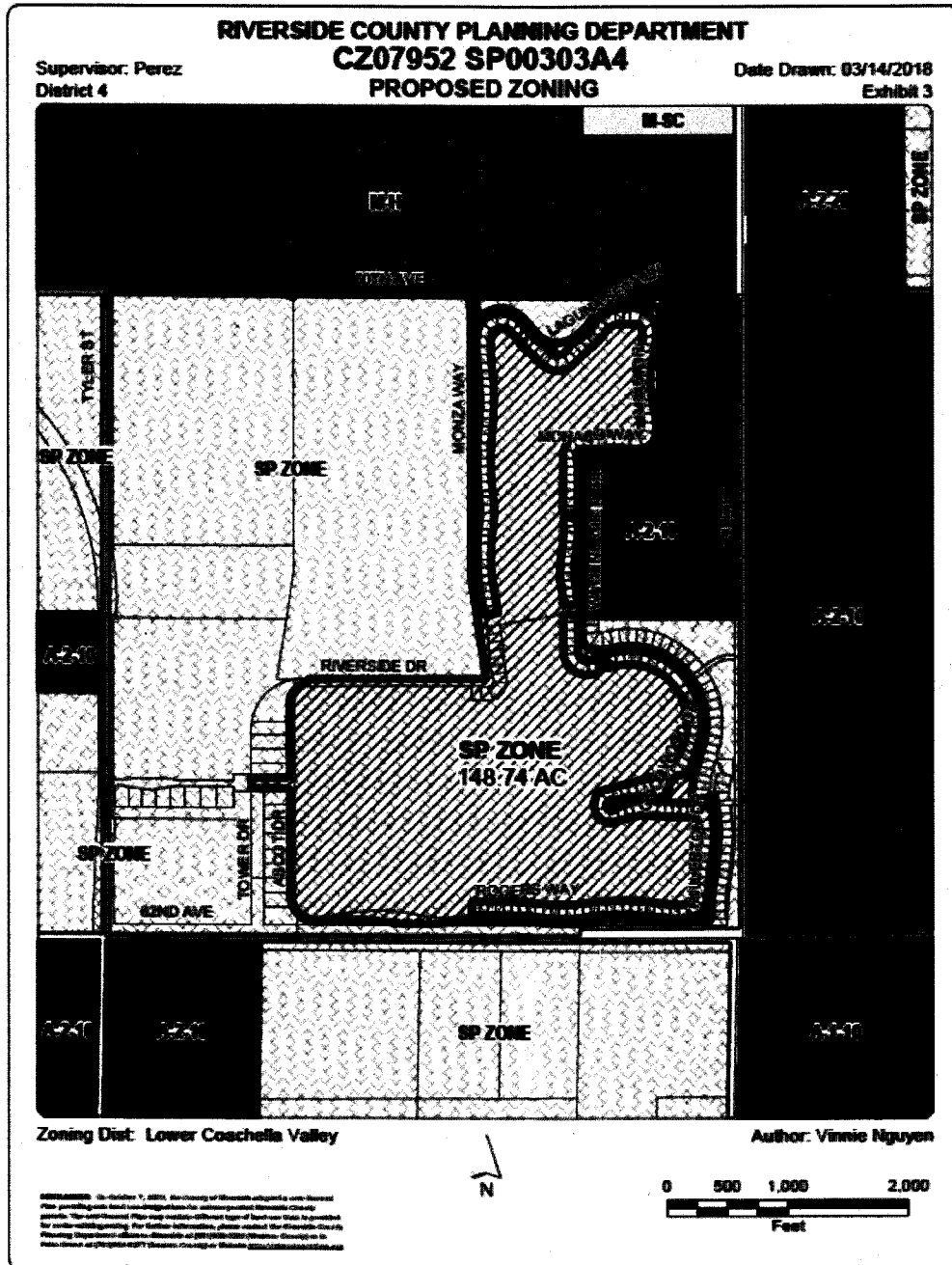
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<sup>1</sup>Please note that for clarification purposes, this Specific Plan refers to the "old" Highway 86 as Harrison Street, its local street name. The designation SR-86S refers to the new freeway constructed east of the Whitewater River.

<sup>2</sup>On November 28, 1994, a U.S. District Court judge issued a preliminary injunction preventing more sludge from being brought to the site. The two companies composting sewage sludge announced the closing of operations at the site.



**Figure 1-2, Project Vicinity**





### 1.2.3 Proposed Changes to Specific Plan No. 303

The Kohl Ranch Specific Plan No. 303, Amendment 4 (SPA4) is a result of a change in land use allowances located in the northeasterly area of the project site (specifically Planning Area (E-2). SPA4 creates two new Planning Areas (E-2A and E-2B) which include the same allowable uses and development standards as PA E-2 but includes the addition of racetrack recreational units and associated development standards. Racetrack Recreational units are considered a non-residential use identified as a member villa accessible 24 hours a day, seven days a week. The Racetrack Recreational Unit provides a private space for a Thermal Club members to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. The unit would be restricted from permanent residency, and has limitations imposed by the club for duration of stays. An adjustment is being made concurrently with this Specific Plan Amendment to the zoning ordinance through a change of zone (CZ07952), and is reflected in this Specific Plan document.

### 1.2.4 Project Overview

The Kohl Ranch Specific Plan Amendment 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**. 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 acre<sup>3</sup>. 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.

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<sup>3</sup> 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 <sup>1</sup>	Target Dwelling Units
<b>RESIDENTIAL</b>				
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
<b>Total Residential</b>	<b>1,140.29</b>	<b>52.7</b>	<b>74.7</b>	<b>7,003</b>
<b>INDUSTRIAL</b>				
Heavy Industrial (HI)	81.17	3.8	5.3	
<b>Total Industrial</b>	<b>81.17</b>	<b>3.8</b>	<b>5.3</b>	
<b>BUSINESS</b>				
Mixed Use/Air Park (MU/AP)	24.45	1.1	1.6	
Mixed Use	252.73	11.7	16.6	159 <sup>3</sup>
<b>Total Business</b>	<b>277.18</b>	<b>12.8</b>	<b>18.2</b>	<b>159<sup>3</sup></b>
<b>COMMERCIAL</b>				
Commercial-Retail (CR)	28.27	1.3	1.9	
<b>Total Commercial</b>	<b>28.27</b>	<b>1.3</b>	<b>1.9</b>	
<b>OTHER</b>				
Open Space (OS)	375.94	17.4		
Public Facilities/Schools (PF)	84.30	3.9		
Right-of-Way (ROW)	175.50	8.1		
<b>Total Other</b>	<b>641.44</b>	<b>29.6</b>		
<b>TOTAL</b>	<b>2,162.65</b>	<b>100%</b>	<b>100%</b>	<b>7,162</b>

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.

Specific Plan, Amendment 3

FIGURE 1-4 LAND USE PLAN

**Table 1-B, Land Use Summary by Planning Area**

<b>Planning Area</b>	<b>Land Use Code</b>	<b>Target Dwelling Units</b>	<b>Acres</b>	<b>Density Range</b>
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	Mixed Use (MU)		127.34	
E-2A <sup>2</sup>	Mixed Use (MU)		16.48	
E-2B <sup>2</sup>	Mixed Use (MU)		4.92	
E-3	Open Space (OS)		69.33	
E-4	Mixed Use (MU)		12.25	
E-5	Mixed Use (MU)	19 <sup>1</sup>	5.31	
E-6	Mixed Use (MU)	120 <sup>1</sup>	33.99	
E-7	Mixed Use (MU)	5 <sup>1</sup>	1.32	

<b>Planning Area</b>	<b>Land Use Code</b>	<b>Target Dwelling Units</b>	<b>Acres</b>	<b>Density Range</b>
E-8	Mixed Use (MU)	15 <sup>1</sup>	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
G-12	Open Space (OS)		5.35	
G-13	Medium Density Residential (MDR)	53	14.17	2.0–5.0
H-1	Open Space (OS)		5.12	
H-2	Medium High Density Residential (MHDR)	118	18.65	5.0–8.0
H-3	Open Space (OS)		3.79	
H-4	Medium High Density Residential (MHDR)	141	22.4	5.0–8.0
H-5	Medium High Density Residential (MHDR)	45	7.83	5.0–8.0
H-6	Open Space (OS)		11.43	
H-7	Medium High Density Residential (MHDR)	151	20.99	5.0–8.0
H-8	High Density Residential (HDR)	189	13.55	8.0–14.0
H-9	Medium Density Residential (MDR)	66	20.03	2.0–5.0
H-10	Open Space (OS)		3.96	
I-1	Open Space (OS)		9.6	
I-2	Open Space (OS)		3.9	
I-3	Open Space (OS)		0.5	
I-4	Medium Density Residential (MDR)	35	7	2.0–5.0

<b>Planning Area</b>	<b>Land Use Code</b>	<b>Target Dwelling Units</b>	<b>Acres</b>	<b>Density Range</b>
I-5	Medium Density Residential (MDR)	51	10.6	2.0-5.0
I-6	Medium Density Residential (MDR)	42	9.6	2.0-5.0
I-7	Medium Density Residential (MDR)	29	6.7	2.0-5.0
I-8	Medium Density Residential (MDR)	40	8	2.0-5.0
I-9	Medium Density Residential (MDR)	57	11.5	2.0-5.0
I-10	Medium Density Residential (MDR)	47	12.4	2.0-5.0
I-11	Medium Density Residential (MDR)	37	10.1	2.0-5.0
J-1	Medium Density Residential (MDR)	130	37.52	2.0-5.0
J-2	Open Space/ Lake (OS-LAKE)		22	
J-3	Open Space/Lake (OS-LAKE)		8.8	
J-4	Medium Density Residential (MDR)	189	43.36	2.0-5.0
J-5	Open Space (OS)		1	
J-6	Open Space (OS)		2.2	
J-7	Open Space (OS)		3.3	
J-8	Open Space (OS)		1.3	
K-1	Open Space/Lake (OS-LAKE)		22.4	
K-2	Open Space/Lake (OS-LAKE)		8.8	
K-3	Open Space (OS)		3.2	
L-1	High Density Residential (HDR)	1,158	106.2	8.0-14.0
L-2	Open Space (OS)		4.1	
L-3	Open Space (OS)		1.1	
M-1A	Medium Density Residential (MDR)	8	2.5	2.0-5.0
M-1B	Medium Density Residential (MDR)	68	18.9	2.0-5.0
M-1C	Medium Density Residential (MDR)	61	16.4	2.0-5.0
M-2	Open Space (OS)		1.9	
M-3	Open Space (OS)		1.6	
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

<b>Planning Area</b>	<b>Land Use Code</b>	<b>Target Dwelling Units</b>	<b>Acres</b>	<b>Density Range</b>
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 (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	
<b>TOTAL</b>		<b>7,161</b>	<b>2,162.65</b>	

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.
2. Planning Area E-2A allows for 58 racetrack recreational units and Planning Area E-2B allows for 16 racetrack recreational units which are not considered dwelling units as they are a non-residential use identified as a member villa accessible 24 hours a day, seven days a week. The Racetrack Recreational Unit provides a private space for a Thermal Club members to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. The unit would be restricted from permanent residency, and has limitations imposed by the club for duration of stays.

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 1-4, Land Use Plan** and are briefly summarized in **Table 1-A**, above.

## 2. SPECIFIC PLAN ZONING

See Specific Plan Zoning Ordinance (Riverside County Ordinance No. 348.4897) attached to this Specific Plan.

### 3. SPECIFIC PLAN

The Eastern Coachella Valley has experienced significant population growth and residential development in recent years, as evidenced by the addition of 78,019 residents in the cities of Coachella, Indio, La Quinta, and Palm Desert between 2000 and 2008 (a 57 percent increase)<sup>1</sup>. In addition, the level of planning activity in the project area (e.g., Airport Master Plan) reflects the strategic location of the eastern Coachella Valley and the Kohl Ranch site with respect to the Los Angeles, Orange County, and San Diego metropolitan areas, the Inland Empire and Mexico. Access to the regional transportation network affords the site maximum potential to reach these extensive markets. The land use designations associated with the Kohl Ranch Specific Plan are intended to provide a balanced mix of land uses throughout the project site and within individual neighborhoods, and are distributed throughout the site so as to support ongoing planning efforts in the project vicinity, and to further the goals of the Coachella Valley Enterprise Zone.

The diverse business and employment opportunities, living environments, recreational and visual amenities, and roadway and other infrastructure improvements that would be planned and permitted under the Specific Plan would enhance the attractiveness of the Jacqueline Cochran Regional Airport vicinity, and would reinforce the desirability of the area for potential future development opportunities within and surrounding the airport. The proposed project would also facilitate development of the site by a single industrial user or multiple users interested in the Coachella Valley as the location for a major jobs-generating enterprise. The Specific Plan would be compatible with the policies in the Comprehensive General Plan which recognize the growth potential of the project area as a result of the airport expansion and which recommend that industrial uses be among those to locate in this area. The Specific Plan designation also would provide a mechanism for ensuring that major ongoing planning efforts for the area are properly coordinated and mutually supportive.

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<sup>1</sup> State of California, Department of Finance, *E-4 Population Estimates for Cities, Counties and the State, 2001-2009, with 2000 Benchmark*. Sacramento, California, May 2009. (Accessed on 7/17/10 at <http://www.dof.ca.gov/research/demographic/reports/estimates/e-4/2001-09/>)

### **3.1 PROJECT-WIDE PLANNING STANDARDS**

The following section of the Specific Plan details the land uses and development standards for the Kohl Ranch community as a whole. Illustrations are provided to portray the various planning areas, infrastructure plans, and design treatments such as buffers, landscaping and streetscapes. The visual images and themes addressed in this section set the overall tone for the project.

Planning objectives for the Kohl Ranch Specific Plan include:

- Increased market potential and attractiveness of the Jacqueline Cochran Regional Airport and vicinity;
- Support for planning, economic development and development efforts, in accordance with the goals of the Master Plan for the expansion of Jacqueline Cochran Regional Airport;
- Flexibility to respond to changing market conditions, through designation of golf course as an alternate land use;
- A balanced, living and working environment that provides a mix of land uses including a variety of housing products and employment opportunities; and
- Cohesive, balanced neighborhoods, relating to overall project phasing, which can be developed separately, or together.

To the extent there is any inconsistency between the Specific Plan and the Zoning Ordinance as to any uses or development standards, the Zoning Ordinance controls.

#### **3.1.1 Comprehensive Land Use Plan**

The Kohl Ranch Specific Plan consists of a balanced array of land uses including residential, business, commercial, industrial, open space, and public facilities. Both living and working opportunities will be available within the thirteen project neighborhoods, with the specific mix of uses dependent upon the neighborhood location, relationship to adjacent uses such as Jacqueline Cochran Regional Airport, and access to the regional transportation network. In general, the neighborhoods in the northern portion of the site have the highest concentration of employment uses, which can best maximize the advantages of proximity to the airport, and which are least likely to be affected by airport-related impacts such as noise. The land uses within these neighborhoods are designed to locate employment opportunities in close proximity to residential areas, thereby reducing the number of vehicle trips required, and to create centers of local activity that prosper from the mix of commercial, industrial, recreation, and business uses. These northernmost neighborhoods provide jobs and services to areas both on and off site.

The residential portion of the land use plan includes a target of 7,162 dwelling units but with a maximum not to exceed 7,171 dwelling units. These units are to be distributed among mixed use and four different density classifications on approximately 1,393 acres with an additional 376

acres of open space. The business, commercial, and industrial land use categories will comprise approximately 277, 28, and 81 acres, respectively. Commercial areas will serve the Kohl Ranch project as well as neighboring communities. Mixed Use 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.

A target maximum number of dwelling units is specified for each planning area where permissible. The target is based on the applicable density range and may or may not represent the maximum number of units allowed within the density range for any single planning area. Therefore, any given implementing subdivision may increase the number of units beyond the target density up to the maximum allowed for its planning area without a specific plan amendment, provided that the total number of dwelling units within the Kohl Ranch Specific Plan does not exceed 7,171 dwelling units. Further, the number of dwelling units contained in an implementing subdivision application may exceed the maximum number of allowable units specified in the Specific Plan for any single planning area, by not more than ten percent (10%) without an amendment to this plan, provided that the maximum number of dwelling units in other planning areas are reduced by an equivalent number of units such that the total number of dwelling units within the Kohl Ranch Specific Plan does not exceed 7,171 dwelling units. See Section 3.1.11, Specific Plan Administration, for the approach to tracking units during the build out of the project. Density transfers will be required to receive administrative approval. The land uses proposed for the Kohl Ranch Specific Plan are identified in **Table 3.1-A, Land Use Plan Statistical Summary, Table 3.1-B, Land Use Summary by Planning Area**, and depicted in **3.1-1, Land Use Plan**.

**Table 3.1-A, Land Use Plan Statistical Summary**

Land Use	Acreage	Percent of Total	Percent of Developable Area <sup>1</sup>	Target Dwelling Units
<b>RESIDENTIAL</b>				
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
<b>Total Residential</b>	<b>1,140.29</b>	<b>52.7</b>	<b>74.7</b>	<b>7,003</b>
<b>INDUSTRIAL</b>				
Heavy Industrial (HI)	81.17	3.8	5.3	
<b>Total Industrial</b>	<b>81.17</b>	<b>3.8</b>	<b>5.3</b>	
<b>BUSINESS</b>				
Mixed Use/Air Park (MU/AP)	24.45	1.1	1.6	
Mixed Use	252.73	11.7	16.6	159 <sup>3</sup>
<b>Total Business</b>	<b>277.18</b>	<b>12.8</b>	<b>18.2</b>	<b>159<sup>3</sup></b>
<b>COMMERCIAL</b>				
Commercial Retail (CR)	28.27	1.3	1.9	
<b>Total Commercial</b>	<b>28.27</b>	<b>1.3</b>	<b>1.9</b>	
<b>OTHER</b>				
Open Space (OS)	375.94	17.4		
Public Facilities/Schools (PF)	84.30	3.9		
Right-of-Way (ROW)	175.5	8.1		
<b>Total Other</b>	<b>641.44</b>	<b>29.4</b>		
<b>TOTAL</b>	<b>2,142.65</b>	<b>100%</b>	<b>100%</b>	<b>7,162</b>

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.

**Table 3.1-B, Land Use Summary By Planning Area**

<b>Planning Area</b>	<b>Land Use Code</b>	<b>Target Dwelling Units</b>	<b>Acres</b>	<b>Density Range</b>
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	
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	32.7	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	2.0-5.0
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 (MHDR)	105	14.96	5.0-8.0
D-1	Open Space (OS)		110.66	
E-1	Open Space (OS)		5.61	

<b>Planning Area</b>	<b>Land Use Code</b>	<b>Target Dwelling Units</b>	<b>Acres</b>	<b>Density Range</b>
E-2	Mixed Use (MU)		127.34	
E-2A <sup>2</sup>	Mixed Use (MU)		16.48	
E-2B <sup>2</sup>	Mixed Use (MU)		4.92	
E-3	Open Space (OS)		69.33	
E-4	Mixed Use (MU)		12.25	
E-5	Mixed Use (MU)	19 <sup>1</sup>	5.31	
E-6	Mixed Use (MU)	120 <sup>1</sup>	33.99	
E-7	Mixed Use (MU)	5 <sup>1</sup>	1.32	
E-8	Mixed Use (MU)	15 <sup>1</sup>	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	

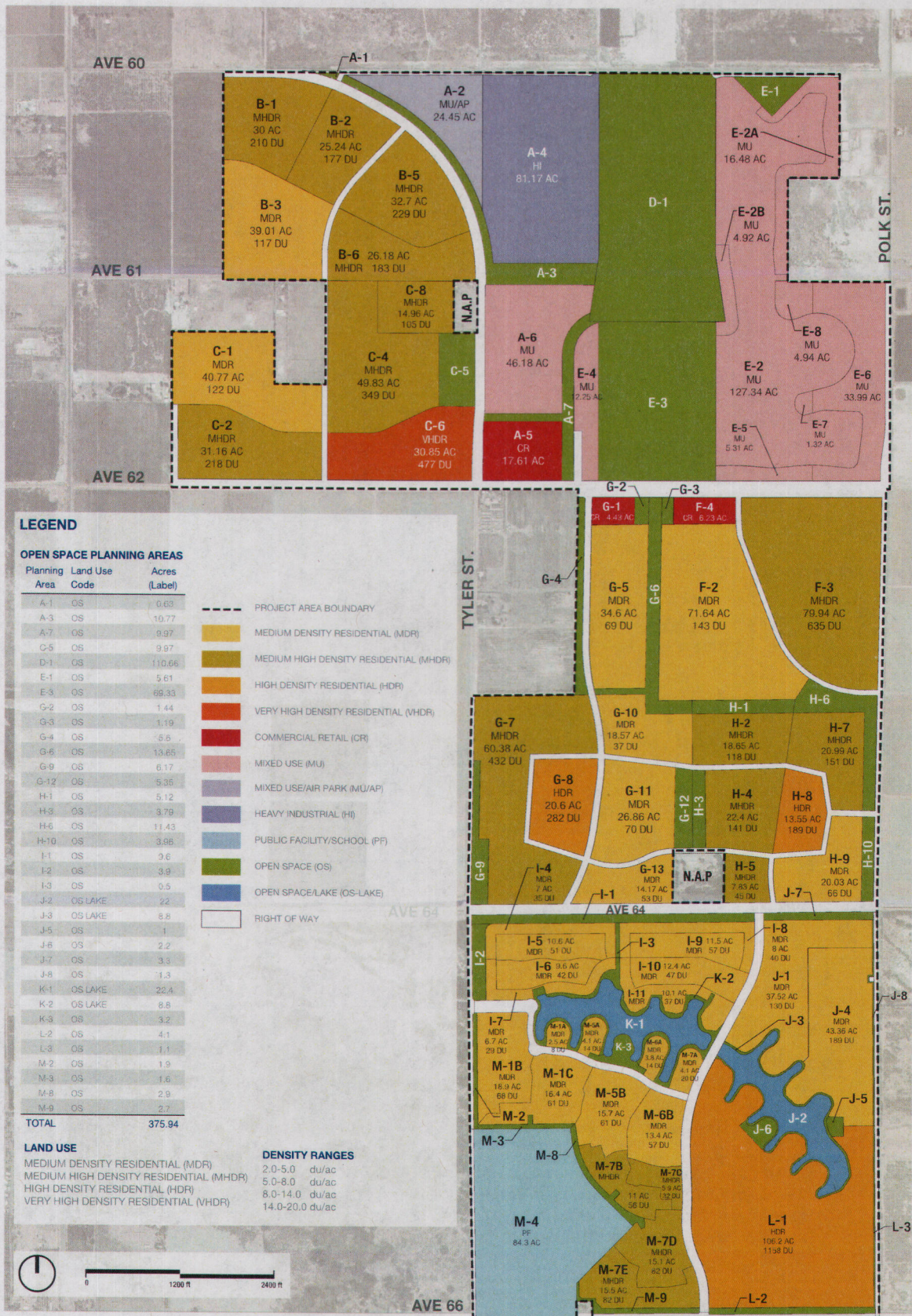
<b>Planning Area</b>	<b>Land Use Code</b>	<b>Target Dwelling Units</b>	<b>Acres</b>	<b>Density Range</b>
G-10	Medium Density Residential (MDR)	37	18.57	2.0-5.0
G-11	Medium Density Residential (MDR)	70	26.86	2.0-5.0
G-12	Open Space (OS)		5.35	
G-13	Medium Density Residential (MDR)	53	14.17	2.0-5.0
H-1	Open Space (OS)		5.12	
H-2	Medium High Density Residential (MHDR)	118	18.65	5.0-8.0
H-3	Open Space (OS)		3.79	
H-4	Medium High Density Residential (MHDR)	141	22.4	5.0-8.0
H-5	Medium High Density Residential (MHDR)	45	7.83	5.0-8.0
H-6	Open Space (OS)		11.43	
H-7	Medium High Density Residential (MHDR)	151	20.99	5.0-8.0
H-8	High Density Residential (HDR)	189	13.55	8.0-14.0
H-9	Medium Density Residential (MDR)	66	20.03	2.0-5.0
H-10	Open Space (OS)		3.96	
I-1	Open Space (OS)		9.6	
I-2	Open Space (OS)		3.9	
I-3	Open Space (OS)		0.5	
I-4	Medium Density Residential (MDR)	35	7	2.0-5.0
I-5	Medium Density Residential (MDR)	51	10.6	2.0-5.0
I-6	Medium Density Residential (MDR)	42	9.6	2.0-5.0
I-7	Medium Density Residential (MDR)	29	6.7	2.0-5.0

<b>Planning Area</b>	<b>Land Use Code</b>	<b>Target Dwelling Units</b>	<b>Acres</b>	<b>Density Range</b>
I-8	Medium Density Residential (MDR)	40	8	2.0-5.0
I-9	Medium Density Residential (MDR)	57	11.5	2.0-5.0
I-10	Medium Density Residential (MDR)	47	12.4	2.0-5.0
I-11	Medium Density Residential (MDR)	37	10.1	2.0-5.0
J-1	Medium Density Residential (MDR)	130	37.52	2.0-5.0
J-2	Open Space/Lake (OS-LAKE)		22	
J-3	Open Space/Lake (OS)		8.8	
J-4	Medium Density Residential (MDR)	189	43.36	2.0-5.0
J-5	Open Space (OS)		1	
J-6	Open Space (OS)		2.2	
J-7	Open Space (OS)		3.3	
J-8	Open Space (OS)		1.3	
K-1	Open Space/Lake (OS-LAKE)		22.4	
K-2	Open Space/Lake (OS)		8.8	
K-3	Open Space (OS)		3.2	
L-1	High Density Residential (HDR)	1,158	106.2	8.0-14.0
L-2	Open Space (OS)		4.1	
L-3	Open Space (OS)		1.1	
M-1A	Medium Density Residential (MDR)	8	2.5	2.0-5.0
M-1B	Medium Density Residential (MDR)	68	18.9	2.0-5.0
M-1C	Medium Density Residential (MDR)	61	16.4	2.0-5.0

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
M-2	Open Space (OS)		1.9	
M-3	Open Space (OS)		1.6	
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	
<b>TOTALS</b>		<b><u>7,162</u></b>	<b><u>2,162.65</u></b>	

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.
2. Planning Area E-2A allows for 58 racetrack recreational units and Planning Area E-2B allows for 16 racetrack recreational units which are not considered dwelling units as they are a non-residential use identified as a member villa accessible 24 hours a day, seven days a week. The Racetrack Recreational Unit provides a private space for a Thermal Club members to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. The unit would be restricted from permanent residency, and has limitations imposed by the club for duration of stays.



## **Residential**

Residential areas within the project will provide a target of 6,988 dwelling units but with a maximum not to exceed 7,171 dwelling units, with an overall gross density of 4.03 dwelling units per gross residential acre<sup>1</sup>. The residential element of the plan comprises 1,140.29 acres or 52.7 percent of the total project site. Four residential land uses are proposed, Medium Density Residential, Medium High Density Residential, High Density Residential and Very High Density Residential, establishing appropriate transitions to adjacent non-residential land uses, both on and off site. It should be noted that residential planning areas can be developed to a lower density than that specified by the planning area land use designation, without requiring an amendment to the Specific Plan. Additionally, the maximum density and the total number of dwelling units within the high and very 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. Residential uses north of Avenue 62 and west of Tyler Street are intended to house employees of the nearby commercial, business and industrial uses.

Each of the residential land use designations (i.e., Medium Density Residential, Medium High Density Residential, High Density Residential and Very High Density Residential) can be developed with several product types, including those which permit clustering of residential density within planning areas. Residential product types include: Detached Dwelling Units, Cluster Detached Dwelling Units, and Cluster Attached Dwelling Units.

The residential designations each have a unique set of development standards designed to accommodate a variety of housing product types. These different residential designations are intended to provide flexibility to develop in areas that are affected by the open space requirements and noise impacts of the Jacqueline Cochran Regional Airport safety zones and the limitations imposed by the utility easement beltway in the central portion of the site. By allowing for clustering of development within planning areas, it is possible to retain residential densities while providing adequate open space for drainage ways, recreational and other lakes and golf courses, the power line easement, and the airport zones.

Under the Specific Plan, it is possible to develop one or more of the product types within an individual planning area or neighborhood, provided that the development is consistent with the project's Design Guidelines.

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<sup>1</sup> 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 dwelling units by the residential acreage—is 6.28. This density is reduced to 3.31 if the entire site acreage is used.

**Medium Density Residential (2.0–5.0 du/acre)**

Medium Density Residential units are proposed throughout the project site. A target of 1,652 dwelling units on 501.33 acres is planned. This is based on a density range of 2.0–5.0 du/ac. The purpose of this designation is to provide a medium density residential alternative in the plan. The intent is to: 1) locate lower density land uses at the project periphery adjacent to off-site lands currently in low intensity uses such as agriculture; 2) provide a transition between open space/recreational areas and medium density land uses; 3) provide for limited residential uses where permitted within the Extended Runway Centerline (ERC) airport safety zone; and 4) create a housing opportunity offering greater private open space amenity than is available in the higher density residential zones.

In addition to One-Family Dwellings development, additional uses within the Medium Density Residential land use designation may include such uses as two-family dwellings developed as cluster development; lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water; water wells and appurtenant facilities; day care centers; libraries; religious institutions; community centers; and schools. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

**Medium High Density Residential (5.0–8.0 du/acre)**

Medium High Density Residential units are proposed throughout the project site. A target of 3,245 dwelling units on 467.76 acres is planned. This is based on a density of range of 5.0–8.0 du/acre. The purpose of this designation is to provide a lower density creative residential alternative in the plan. The intent is to: 1) create the potential for single-family, first home buyers; 2) offer a desirable housing product for retirees and second home buyers; and 3) accommodate residents seeking more private open space amenities than are available in the High and Very High Density Residential areas.

In addition to Multiple Family Dwellings development, additional uses within the Medium High Density Residential land use designation may include such uses as dwellings developed as cluster development; lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water; water wells and appurtenant facilities; day care centers; libraries; religious institutions; community centers; and schools. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

**High Density Residential (8.0–14.0 du/acre)**

High Density Residential land uses are located in close proximity to community amenities and trails systems for the project. A target of approximately 1,629 dwelling units on 140.35 acres is planned, assuming a density range of 8.0–14.0 du/acre. The purpose of this designation is to enhance the range of housing types provided within the project area. The intent is to: 1) achieve an affordable living environment for those working in the project vicinity; 2) provide a more compact housing product within close proximity to commercial services and employment opportunities; 3) create pedestrian-oriented communities with common open space and recreation facilities; and 4) orient residential areas around community focal points such as churches and community centers. The maximum density and the target number of dwelling units within the high density residential designation 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.

In addition to Multiple Family Dwellings development, additional uses within the High Density Residential land use designation may include such uses as two-family dwellings developed as cluster development; lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water; and water wells and appurtenant facilities. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

**Very High Density Residential (14.0–20.0 du/acre)**

Very High Density Residential land uses are located in close proximity to community commercial cores established for the project. A target of approximately 477 dwelling units on 30.85 acres is planned, assuming a density range of 14.0–20.0 du/acre. The purpose of this designation is to enhance the range of housing types provided within the project area. The intent is to: 1) achieve an affordable living environment for those working in the project vicinity; 2) provide a more compact housing product within close proximity to commercial services and employment opportunities; 3) create pedestrian-oriented communities with common open space and recreation facilities; and 4) orient residential areas around community focal points such as churches and community centers. The maximum density and the target number of dwelling units within the very high density residential designation 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.

In addition to Multiple Family Dwellings development, additional uses within the Very High Density Residential land use designation may include such uses as two-family dwellings developed as cluster development; lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water; and water wells and appurtenant facilities. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

## **Industrial**

One industrial land use category is proposed offering a range of employment opportunities that respond to market conditions and the skills base of the local labor force. A total of approximately 81.17 acres of heavy industrial uses are concentrated in the northern portion of the site, and in close proximity to the Jacqueline Cochran Regional Airport and Polk Street, a designated arterial highway providing access to the airport and points east.

The purpose of this designation is to allow for more intense, industrial/manufacturing uses or other uses compatible with the regional airport. The intent is to: 1) encourage land uses which provide relatively greater levels of employment than is typically associated with industrial uses such as warehousing and distribution; 2) allow for uses that require outdoor storage; and 3) maximize use of the regional transportation system, including air, rail and the road network.

In addition to Manufacturing-Heavy development, additional uses within the Heavy Industrial land use designation may include such uses as water wells and appurtenant facilities; aerial services including advertising, photography and tours; aerospace/aeronautical or automotive museums; aircraft taxiways; catering services/flight kitchens; conference facilities; golf courses and appurtenant facilities; convenience stores; dry cleaners; flight schools; hospitals; hotels and motels; intermodal cargo transfer terminals; research and development facilities for biomedical, chemical, electronic, mechanical and other scientific purposes; paper recycling facilities; parcel delivery services; and rental car agencies including the storage of rental cars; motor sports race track and facilities necessary and incidental thereto including, a race track, private garages, fuel storage, buildings for vehicle display, tuning shop, and observation tower; cogeneration plants; structures and facilities necessary and incidental to the development, generation and transmission of electric power and gas such as power plants, booster or conversion plants, transmission lines, pipelines and the like; and incarceration and detention facilities. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

**Business****Mixed Use/Air Park**

The Mixed Use/Air Park designation is located in the northernmost portion of the project site, just south of the Jacqueline Cochran Regional Airport. Approximately 24.45 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, and very light industrial. 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) create a supportive environment for start-up businesses; 3) devise standards that encourage combinations of uses such as office/sales/storage/assembly; and 4) provide support services for business and industrial uses in the project area.

In addition to General Commercial development, additional uses within the Mixed Use/Air Park land use designation may include such uses as aviation equipment assembly; communication equipment and microwave sales and installation; computer and office equipment sales, service, repair and assembly; conference facilities; country clubs, manufacture of dairy products, not including dairies; emergency and urgent care medical facilities; libraries; manufacture of grain and bakery products; health and exercise centers; hospitals; ice houses; jewelry manufacture and repair; manufacture of wearing apparel and accessories; manufacture and repair of measuring devices, watches, clocks and related items; manufacture and repair of optical goods, medical instruments, supplies and equipment, engineering, survey and drafting instruments and photography equipment; manufacture of handbags, luggage, footwear, and other personal leather goods; manufacture of cutlery, tableware, hand tools and hardware; manufacture of plumbing and heating items; vehicle storage and impoundment; manufacture of office and computing machines; manufacture, assembly, testing and repair of components, devices, equipment and systems of an electrical, electronic, or electro-mechanical nature; manufacture of non-alcoholic beverages; manufacture of confectionery products; manufacture and repair of refrigeration and heating equipment; printing of periodicals, books, forms, cards, and similar items; public parks and public playgrounds; golf courses; religious institutions; facilities for research and development of precision components and products; facilities related to alternative energy development; large-scale recreational uses such as a motor sports race track and facilities related thereto, including but not limited to race track, private garages, clubhouse, tuning shop, observation tower, museum, vehicle display areas, and ancillary uses in support thereof; water wells and appurtenant facilities; aerial service businesses including advertising, photography and tours; aerospace/aeronautical museums; aircraft equipment sales, service and repair; contractor storage yards; flight schools; intermodal cargo transfer facilities; manufacture of furniture and fixtures, including cabinets, partitions, and similar small items; manufacture of bicycles; parcel delivery services; warehousing and distribution; community centers; schools; meat and poultry processing not including slaughtering or rendering of animals; paper shredding facilities; research and manufacture of drugs and pharmaceuticals; manufacture of soaps, cleaners and toiletries; wrought iron fabrication; machine, welding and blacksmith shops; breweries, distilleries and wineries; paper storage and recycling within a building; recycling processing facilities; paper and paperboard mills; manufacture of containers and boxes; and above ground natural gas storage. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance an approved list of allowable uses.

**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.

Additional uses within the Mixed Use land use designation, depending on the Planning Area, 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 that may be permitted with an entitlement as specified therein.

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

planning areas could develop as residential product types adjacent to racetrack facilities. These planning areas will also allow for duplex units, or structures with two dwelling units placed beside one another sharing a common wall.

A maximum of 159 dwelling units on 46 acres is planned as part of these mixed-use development areas.

### **Commercial-Retail**

A Commercial Retail land use designation, comprising a total of 28.27 acres, is proposed for the project. The purpose of this designation is to provide a range of commercial uses in support of broader employment and residential uses within the Plan. The intent is to: 1) provide limited neighborhood commercial uses to serve residential communities; 2) incorporate commercial uses within walking distance of residential neighborhoods and employment uses; 3) locate highway-oriented commercial uses at the project periphery or along major through roadways, with easy access to and visibility from the arterial highway system; 4) accommodate "big box" commercial uses on larger sites, to serve regional markets; and 5) provide appropriate circulation, parking and loading areas to handle traffic generated by commercial land uses.

In addition to general commercial development, additional uses within the Commercial Retail land use designation may include such uses as public parks and public playgrounds; golf courses; country clubs; animal hospitals with all kennels entirely indoors; health clubs; computer sales and repair stores; parcel delivery services; libraries; religious institutions; community centers; schools; and water wells and appurtenant facilities; and electric vehicle charging stations. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. The Specific Plan Zoning Ordinance provides the allowable uses and Development Standards.

### **Public Facilities/Schools**

This land use designation totals 84.30 acres and consists of property owned by the Coachella Valley Unified School District as a site for multiple schools. SPA4 recognizes that these schools have been constructed and are operational.

In addition to One-Family Dwelling development, additional uses within the Public Facilities/Schools land use designation may include such uses as government offices, courthouses, police stations, fire stations, libraries, museums, public schools, water wells and appurtenant facilities; day care centers; religious institutions; community centers; private schools and communication facilities. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

### **Open Space**

The purpose of this designation is to provide open space and recreational amenities to serve populations in the project neighborhoods. Approximately 375.94 acres of open space is provided. The intent is to: 1) allow for a variety of passive and active recreational experiences for neighborhood residents and visitors, ranging in scale from community parks to more intimate neighborhood parks; 2) incorporate walking and bicycle trails and linkages between residential neighborhoods and commercial/employment centers, where appropriate; 3) comply with land use restrictions for Jacqueline Cochran Regional Airport safety zones which require the

maintenance of open space clear of obstructions; 4) accommodate stormwater runoff originating both on and off site which must be controlled and conveyed through the property; and 5) provide a variety of landscape settings ranging from highly landscaped to native communities for visual interest as well as buffering between adjoining land uses.

The Specific Plan allows for large-scale recreational uses such as a motor sports race track in the northern portion of the site as a permitted land use. Any such large-scale recreation use, if developed, would be sited around the drainage corridors. The Specific Plan also allows clubhouses and their associated shopping and dining facilities. Additionally, uses such as lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water will be a permitted use in the southern portion of the site. The intent is to: 1) diversify the recreational opportunities available to area residents and visitors; 2) create an attractive amenity around the clubhouses that is enhanced through landscaping and design treatments; 3) develop a central meeting place (clubhouse) that offers uses that are incidental to the primary recreation use; and 4) stimulate job growth and creation of new employment opportunities.

Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

## **Roads**

Major road rights-of-way totaling approximately 176 acres within the project site will be implemented in conjunction with the project.

### **3.1.2 Project-Wide Development Standards**

To ensure a logical, orderly, and sensitive development of land uses proposed for the Kohl Ranch, special development criteria, standards, and mitigation measures have been created for each Planning Area. These area-specific standards, discussed in detail in Section 3.2 – Land Use, Planning, and Development Standards by Neighborhood, provide for appropriate transitions to neighboring land uses.

In addition to these specific techniques, project-wide development standards also have been developed as part of the Comprehensive Land Use Plan and are designed to complement the individual conditions within each Planning Area. These general standards are:

- 1) The total Specific Plan shall be developed with a target of 7,162 dwelling units but with a maximum not to exceed 7,171 dwelling units on 1,140.29 acres of residential uses and approximately 48 acres of mixed use, as illustrated on the Specific Land Use Plan. However, the maximum density and the total number of dwelling units within the high density residential designation 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. General uses permitted will include residential, industrial, commercial, business, open space/golf course, recreational and other lakes, country club, and public facilities.
- 2) Uses and development standards shall be in accordance with the County of Riverside Zoning Ordinance No. 348 for this Specific Plan in Section 2 – Specific Plan Zoning

Ordinance, and shall be defined by Specific Plan objectives, future detailed plot plans and potential conditional use permits as appropriate.

- 3) Standards relating to signage, landscaping, parking and other related design elements shall conform to the County of Riverside Zoning Ordinance No. 348 as amended for this Specific Plan in Section 2, and Coachella Valley Water District Ordinance 1302.1.
- 4) All project lighting shall be in accordance with County of Riverside standards.
- 5) The development of property shall be in accordance with the mandatory requirements of all Riverside County ordinances including Ordinance No. 348 as amended for this Specific Plan in Section 2, Ordinance No. 460, and state laws; and shall conform substantially with the adopted Specific Plan as filed in the office of the Riverside County Planning Department, unless otherwise amended.
- 6) All development on the site will be consistent with this Specific Plan No. 303 and subsequent amendments, as on file with the Riverside County Planning Department, and with all applicable laws of the State of California.
- 7) Prior to issuance of a building permit for construction of any use contemplated by this approval, the applicant shall first obtain clearance from the County of Riverside Planning Department verifying that all pertinent conditions of the Specific Plan approval have been satisfied for the phase of development in question.
- 8) Lots created pursuant to this Specific Plan and any subsequent tentative maps, shall be in conformance with the development standards of the Specific Plan herein applied to the property.
- 9) Agriculture shall continue to be an allowable use in in accordance with Specific Plan Zoning Ordinance.
- 10) Utility service to this Specific Plan shall be provided by individual authorized service providers or through the creation of a Public Utilities District (PUD).
- 11) A target maximum number of dwelling units is specified for each residential planning area. The target is based on the applicable density range and may or may not represent the maximum number of units allowed within the density range for any single planning area. Therefore, any given implementing subdivision may increase the number of units beyond the target density up to the maximum allowed for its planning area without a specific plan amendment, provided that the total number of dwelling units within the Kohl Ranch Specific Plan does not exceed 7,171 dwelling units. Further the number of dwelling units contained in an implementing subdivision application may exceed the maximum number of allowable units specified in the Specific Plan for any single planning area by not more than ten percent (10%) without an amendment to this plan, provided that the maximum number of dwelling units in other planning areas are reduced by an equivalent number of units such that the total number of dwelling units within the Kohl Ranch Specific Plan does not exceed 7,171 dwelling units. See Section 3.1.11, Specific Plan Administration, for the approach

to tracking units during the build out of the project. Density transfers will be required to receive administrative approval.

- 12) A total of 5 acres of parkland shall be provided for each one-thousand (1,000) in population within the Kohl Ranch Specific Plan boundary or payment of a fee in-lieu thereof, or a combination of both for neighborhood or community park and recreational facilities. Fees shall be paid in accordance with Riverside County Ordinance 460.

### 3.1.3 Circulation Plan

The Kohl Ranch Specific Plan circulation system is designed to provide direct and convenient access to all portions of the project site, and to provide efficient connections to major transportation corridors in the project vicinity such as the new SR-86S Freeway (east of the Whitewater River)<sup>2</sup>. In addition, the proposed circulation system has been coordinated with other planning efforts in the area, such as the planned development at Jacqueline Cochran Regional Airport and the South Valley Implementation Plan. Based on a thorough traffic impact analysis (Appendix J of EIR No. 396), with recommended improvements, the study area intersections at buildout will operate at acceptable levels of service consistent with Riverside County policies. Precise access locations and the phasing of roadway improvements shall be determined at the plot plan or tentative tract map level, subject to approval by the Riverside County Transportation Department.

The project traffic analysis estimates that 88,464 trip-ends per day will be generated by the project at buildout (Appendix J of EIR No. 396). With an internal trip discount of ten percent (the percentage of trips assumed not to leave the Kohl Ranch), it is reduced to 79,618 external trip-ends.

The roadway designations are depicted in **Figure 3.1-2, Circulation Plan**. Roadway cross-sections are depicted in **Figure 3.1-3, Roadway Cross Sections**.

On-site, Avenue 62 is currently identified in the Coachella Valley Association of Governments (CVAG) Transportation Project Prioritization Study (TPPS), between Harrison Street and Polk Street. This is a priority list for transportation projects in the Coachella Valley. Transportation Uniform Mitigation Fees (TUMF), Measure A and other funding sources are administered through CVAG to assist local jurisdictions with roadway improvements. Prioritization on the list is based on the following factors: roadway surface condition, system continuity, level of service, and accident rate. The TPPS is typically updated every five (5) years. Avenue 62 is the only roadway on site that appears on the TPPS list.

#### **Public Transit**

The SunLine Transit Agency (STA) is the regional public transportation operator in the Coachella Valley and will service the project area. According to the SunLine Transit Facilities Design Manual dated December 2006 and the Bus Route Map for Line 91, effective January 2, 2011, one bus route (Line 91) currently operates along Avenue 66 providing both eastbound and westbound service seven days a week. The nearest bus stop is located at Avenue 66 and Middleton Street located at the southwest corner of the project boundary. EIR 396 includes mitigation measures that require coordination with SunLine Transit, bus stops and bus turn-outs.

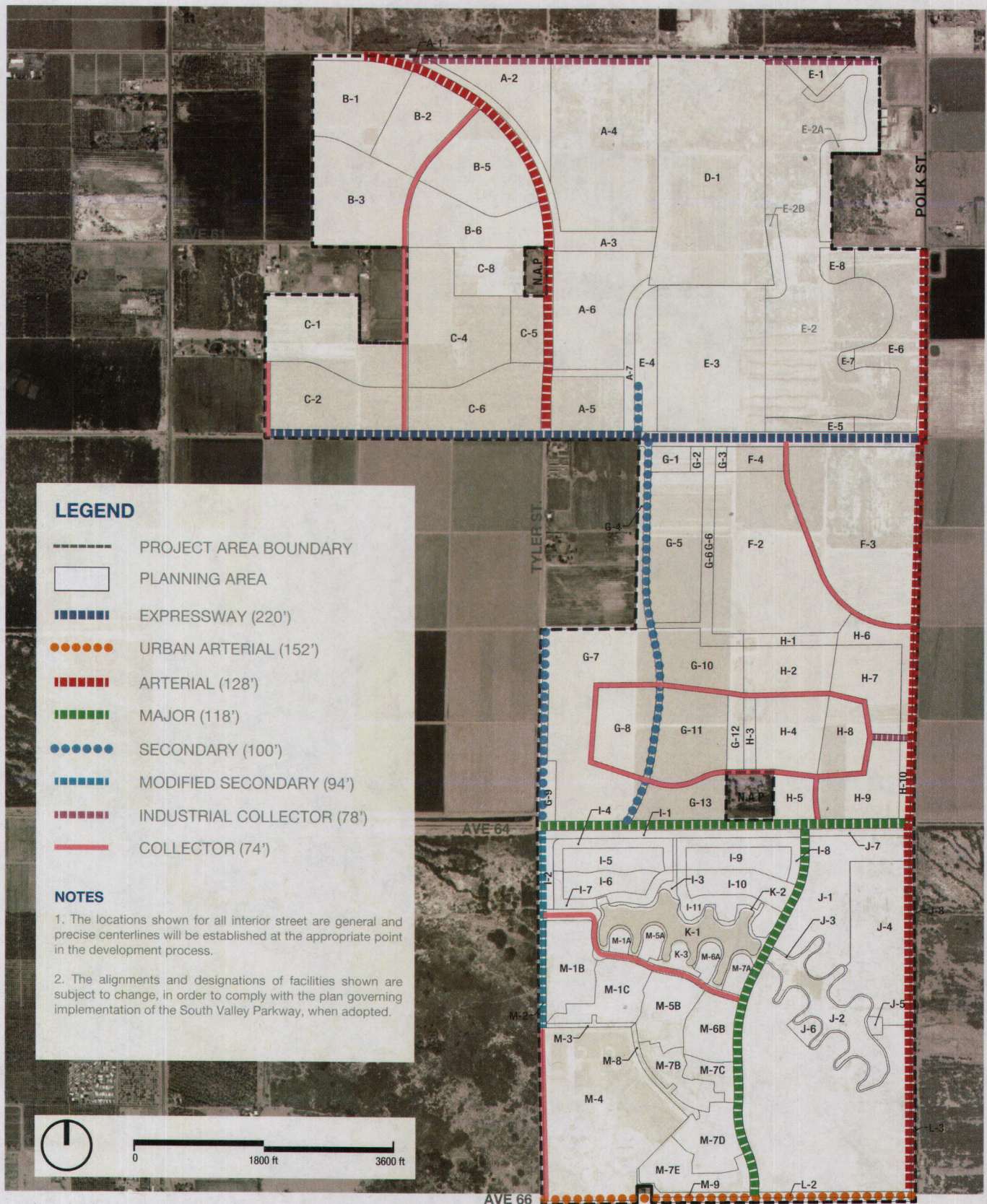
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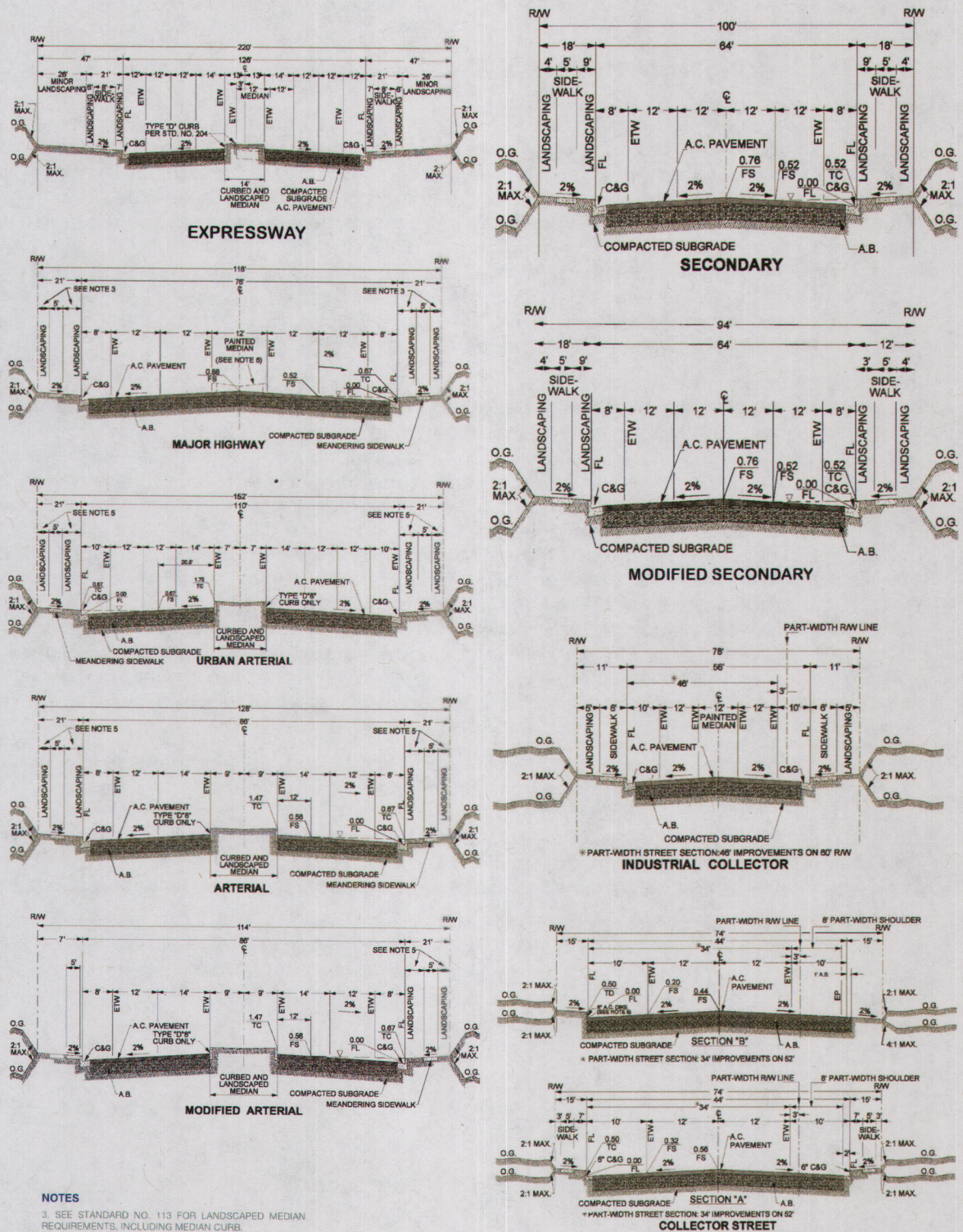
<sup>2</sup> For clarification, please note that the designation SR-86S refers to the new freeway constructed east of the Whitewater River. The "old" Highway 86 is located west of the project site and is referred to in this Specific Plan as Harrison Street, its local street name.

**Circulation Development Standards**

- 1) Any application for any subdivision within the specific plan boundary shall comply with the standards of Ordinance 460..
- 2) Each subdivision shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the subsequent traffic studies for each individual project.
- 3) All roadways intersecting four lane facilities or greater shall be a minimum of 74 feet of right-of-way and constructed in accordance with Standard 103, Ordinance 461 from the four-lane facility to the nearest intersection.
- 4) All typical sections shall be per Ordinance 461, or as approved by the Transportation Department.
- 5) All intersection spacing and/or access openings shall be per Standard 114, Ordinance 461, or as approved by the Transportation Department.
- 6) No textured pavement accents will be allowed within County rights-of-way.
- 7) Mid-block cross-walks are not allowed.
- 8) Driveways and access points. No driveways or access points as shown in this specific plan are approved. All access points shall conform to Transportation Department standard access spacing, depending upon the street's classification.
- 9) Drainage. The drainage facilities necessary for this project will generally be outside of the road rights-of-way and maintained by an owners association, county service area, or by the Coachella Valley Water District. Drainage facilities required for road purposes will be maintained by the transportation department or CVWD.
- 10) Commercial. Per the General Plan, "Neighborhood Commercial Uses must be located along Secondary or greater highways, at or near intersections with Secondary Highways."
- 11) Schools/Parks. The Transportation Department's policy regarding streets adjacent to school sites and park sites requires a minimum of 66' right-of-way (Standard 104).
- 12) Any landscaping within public road rights-of-way will require approval by the Transportation Department and assurance of continuing maintenance through the establishment of a landscape maintenance district or similar mechanism as approved by the Transportation Department.
- 13) All trails developed as part of this specific plan shall be designated as shown on **Figure 3.1-10, Public Facility Sites** or as agreed to by Riverside County Regional Parks and Recreation District; and shall be located within or adjacent to the right-of-way pursuant to **Figure 3.4-18, Tyler Street Trail** and **Figure 3.4-19 Avenue 62 Trail**. Class I bikeways shall be developed in accordance with the standards contained within Chapter 1000 of the California Department of Transportation - Highway Design Manual (Fourth Edition).
- 14) All roadway widths will be at the discretion of the Transportation Department, once the ultimate land uses for the individual planning areas are determined.

- 15) All projects, including subdivisions within the specific plan boundary, shall be subject to a Mitigation Monitoring Program, included as part of EIR No. 396 and any updated environmental assessments associated therewith.
- 16) Prior to the issuance of building permits, the landowner shall convey an avigation easement to Jacqueline Cochran Regional Airport, which shall be recorded, or shall provide evidence that such an easement covering the property has already been recorded..





**NOTES**

3. SEE STANDARD NO. 113 FOR LANDSCAPED MEDIAN REQUIREMENTS, INCLUDING MEDIAN CURB.

5. DISTANCE FROM SIDEWALK TO R/W, AND TO FLOW LINE, VARIES. SEE STANDARD NO. 404 FOR DETAILS OF MEANDERING SIDEWALK.

### 3.1.4 Drainage Plan

Drainage flows enter the property from the northwest corner of the site and along the western and northern boundary, drain through the property and outlet along the southeast boundary between Avenues 66 and "D" Street as depicted in **Figure 3.1-4, Conceptual Drainage Plan**. Development of the project will require the collection and conveyance of flood flows through the project in a manner which will ensure the protection of the developed properties from a 100-year flood. In addition, storm flows will be redispersed along the eastern boundary to approximate existing flow conditions, to avoid adversely impacting downstream properties. The proposed flood control system is designed to collect the storm flows as they enter the site in collection basins, transport the flows through the site in graded swales and drainage pipes and discharge the flows over weirs, on the east side of the project.

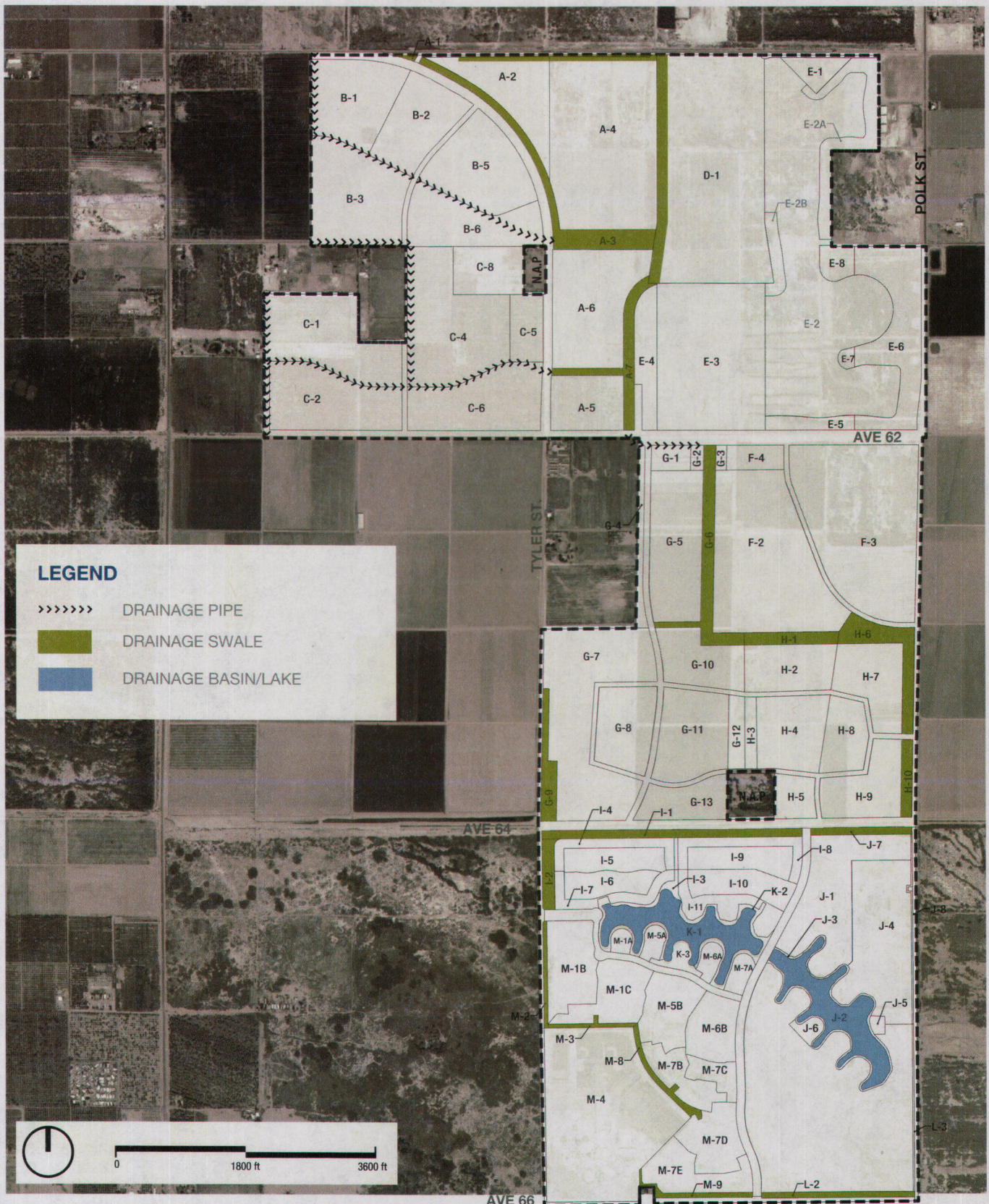
In order to provide the required level of on-site flood protection, the storm flows will be intercepted on the east side of Tyler Street and on the south side of Avenue 60. The storm flows will then be conveyed through the project area through utilization of drainage pipe. In order to approximate existing historical runoff conditions, the difference between the on-site developed and undeveloped runoff flows will be controlled by use of on-site retention basins. The size and depth of these basins will be determined when a final development plan is prepared. Since each collection basin will be designed to handle predicted flood flows the width of the collection basins will vary. Generally, these collection basins will be trapezoidal in shape with 3:1 side slopes and a top width between 100 and 200 feet. Once the storm flows have passed through the graded swales and drainage pipes they will enter the dispersal basins along the eastern boundary of the project. These basins will vary in top width from 200 to 300 feet and will have a mild gradient toward the south. As peak flows progress in a southerly direction, they will spill over a side weir designed to outlet storm flows toward the east in a manner consistent with existing conditions. Retained water will be pumped in a sheet flow dispersal at rates less than presently occur.

On-site runoff will be intercepted and conveyed through the development by means of a conventional catch basin, swales and storm drain system, in accordance with Coachella Valley Water District (CVWD) standards, so that the increase in on-site runoff resulting from the development will be detained on-site and allowed to percolate into the ground or be captured and reused. The collector storm drain system will be designed to utilize street flow carrying capacity and flows into catch basins and inlets when the quantity exceeds the top of curb.

A high degree of protection from the 100-year flood will be provided to all building pads on the project site as the recommended Flood Control Plan is implemented. Moreover, downstream properties will no longer have to contend with the uncertainty of the existing uncontrolled storm flows, and will have the benefit of controlled flows from the project area.

### **Drainage Development Standards**

- 1) All drainage facilities will be designed and constructed in accordance with the Riverside County Flood Control and Conservation District (RCFCD) standards and specifications, and the Standard Specifications for Public Works Construction, (GREEN BOOK).
- 2) Drainage facilities will be subject to the review and approval of the Riverside County Transportation Department.
- 3) Design of drainage facilities will be reviewed by CVWD in conjunction with their review of the sewer and water facilities.
- 4) Drainage plans shall be submitted to CVWD for review and approval. This is to ensure that all proposed facilities are compatible with existing CVWD and U.S. Bureau of Reclamation (USBR) facilities.
- 5) The capital cost of all on-site facilities will be the responsibility of the applicant. Such facilities will be dedicated to Riverside County and a homeowners or County Service Area for maintenance and operations.
- 6) All areas within the Specific Plan area will be required to prepare a Storm Water Pollutant Prevention Plan (SWPPP) in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) standards. Industrial developments will require an additional SWPPP to operate.
- 7) All projects proposing construction activities including: cleaning, grading, or excavation that results in the disturbance of at least five acres total land area, or activity which is part of a larger common plan of development of five acres or greater shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within the specific plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program. Mitigation measures may include, but not be limited to: on-site retention; covered storage of all outside storage facilities; vegetated swales; monitoring programs; etc.
- 8) The drainage plan for Kohl Ranch shall take into account the existing agricultural drainage facilities in this area. Possible conflicts with these facilities shall be evaluated by the developer's engineer and CVWD.



# **THE KOHL RANCH** COACHELLA VALLEY, CALIFORNIA

### 3.1.5 Conceptual Community Structure Plan

The Community Structure Plan identifies the major project open space and recreation areas which define the project neighborhoods, and the landscape treatments for project roadways and entries.

#### **Open Space and Recreation**

The open space areas are an integral part of the Kohl Ranch Specific Plan. They provide recreational amenities to residents and workers, and are used to screen development edges from potential noise and visual impacts associated with surrounding arterials. The open space system also provides aesthetically pleasing views both from within the project and from surrounding roadways and adjacent properties.

The open space and recreation system for the Kohl Ranch Specific Plan includes neighborhood and community parks, large-scale recreational uses, passive open space and a project-wide trail system. The open space system is organized around, and if necessary, will be adjusted to accommodate any changes in the project drainage network and the Jacqueline Cochran Regional Airport safety zones which limit the land uses and densities which can be located on certain portions of the site. Approximately 376 acres are devoted to the Open Space land use category, including Open Space-Lake. Under a golf course scenario, this would increase by approximately 150 acres.

#### ***Large-Scale Recreational Uses***

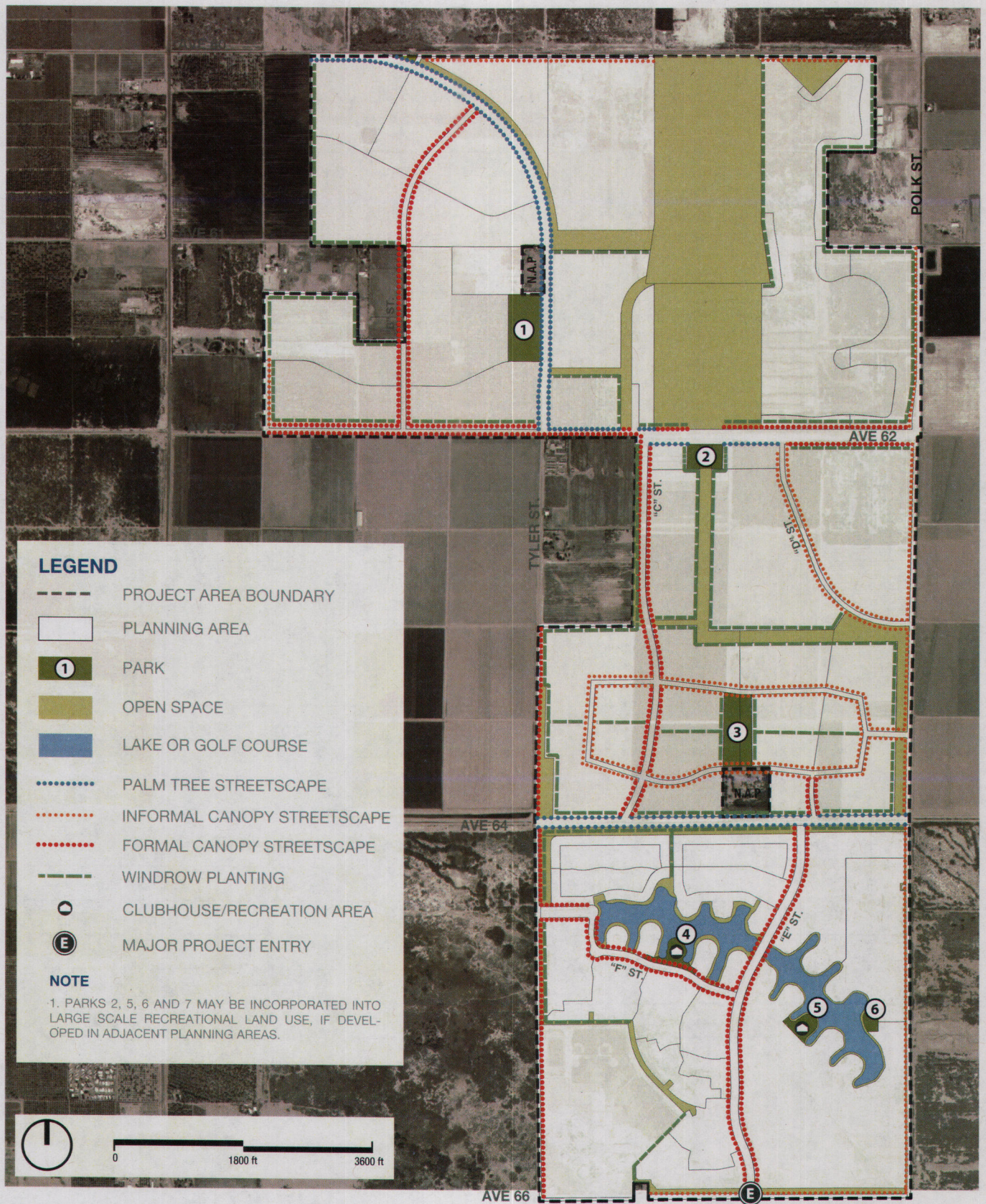
Allowable land uses could accommodate a golf course that would parallel the drainage system, and serve as a central view focus and buffer between land uses for the majority of residential unit in the southern portion of the project site. The major recreational use in this area could be a golf course, which could alternatively be developed for recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water). The golf course would be equipped with a driving range and clubhouse facility. The golf course is a permitted use allowable under the provisions of the Section 2 - Specific Plan Zoning. If developed, it would be sited to maximize the golf course frontage and views for residential units. While the golf course would be privately owned, it is envisioned that the golf course (or in the alternative, recreational lakes) would serve neighborhood residents.

In the northern portion of the project site, a private motor sports race track, and uses incidental thereto, would be allowed uses within the open space designation in Neighborhood E. The facilities allowed within the open space planning areas in Neighborhood E would include a race track, private garages and uses incidental thereto such as a tuning shop and observation tower.

**Local Parks**

Seven local parks are planned to serve residents and/or employees of the project as depicted in **Figure 3.1-5, Community Structure**. If large-scale recreational uses such as a golf course or race track are built, Parks 4, 5, and 6 may be incorporated into the adjacent large-scale recreational facility. The parks are located throughout the site, and are connected by the project-wide trail system (**Figure 3.1-10, Public Facilities Sites**). Under the golf course alternative, an enhanced amenity package is planned which would supplement the recreation opportunities provided by the local parks. **Table 3.1-C, Potential Park Uses** on the following page describes potential park uses for the project, with and without the golf course scenario, **Table 3.1-D, Potential Park Uses (Golf Course Scenario)**, and with or without the racing facility **Table 3.1-E, Potential Park Uses (Race track Scenario)**.

- Park 1 – The local park in the northwestern portion of the site located adjacent to Tyler Street, serves the residential uses to the north of Avenue 62. The size of the park would total approximately 10 acres. This park is located to provide easy access to the large area of contiguous natural open space just south of the airport via a project trail along the north side of Tyler Street.
- Park 2 – The community park located to the south of Avenue 62 is approximately 4.0 acres. This park is linked to the other local parks by trails, some of which follow the drainage channels/paseos.
- Park 3 – A 9.1-acre park is located in the center of the site between two residential neighborhoods. This park can be accessed from the north, south, east, and west by the trail system, which also connects the park with public facility sites to the south.
- Parks 4, 5, and 6 – The local parks in the southern portion of the site are intended to be private to serve residents and are connected to each other and the residential neighborhoods they serve via a trail system planned around the lakes. Under the golf course scenario, these parks would be constructed as parts of the golf course.



**Table 3.1-C, Potential Park Uses<sup>1</sup>**

Park	Description	Size	Potential Park Uses
1	<ul style="list-style-type: none"> <li>Neighborhood park in northwest portion of site in Neighborhood C</li> <li>Serves residential uses to the north of Avenue 62</li> <li>Connected to large area of natural open space via Trail along Tyler Street</li> </ul>	9.97 acres	Ball fields Picnic area Tot lot Play equipment
2	<ul style="list-style-type: none"> <li>Community park south of Avenue 62 in Neighborhood G</li> <li>Within airport safety zone</li> <li>Portion of park within drainage area</li> <li>Linked to other local parks by trails</li> </ul>	4.0 acres	Ball field Picnic area Tot lot Play equipment Tennis courts Recreation center
3	<ul style="list-style-type: none"> <li>Neighborhood park in the center of the site in Neighborhoods G and H</li> <li>Trail system connects park with public facility sites to the north and south</li> </ul>	9.1 acres	Ball fields Picnic area Shuffle board Horse shoes
4 – 6	<ul style="list-style-type: none"> <li>Small Neighborhood parks serving multiple neighborhoods in southern portion of the site (Neighborhoods J and K)</li> <li>Within drainage area</li> <li>Connected to public facilities and other parks through trail system</li> </ul>	6.4 acres	Picnic area Lawn bowling Shuffle board Horse shoes Senior center

1. Potential park uses identified in the table are provided as examples of the types of uses that would be appropriate in each park under the three scenarios. Actual park uses and facilities may differ from those listed.

**Table 3.1-D, Potential Park Uses (Golf Course Scenario)**

Park	Description	Size	Potential Park Uses
1	Same as Table 3.1-C	9.97 acres	Same as Table 3.1-C
2	Same as Table 3.1-C	4.0 acres	Same as Table 3.1-C
3	Same as Table 3.1-C	9.1 acres	Same as Table 3.1-C
4 – 6	Parks could be converted to golf course use	0.0 acres	Not applicable